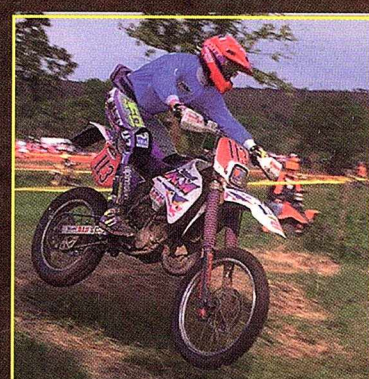


# TRAIL RIDER

M A G A Z I N E

December 1994 \$2.00

## ISDE '94 THE SECRET SIX DAYS







# KEVINS

## Gift Ideas

Have a Merry Moto X-Mas!

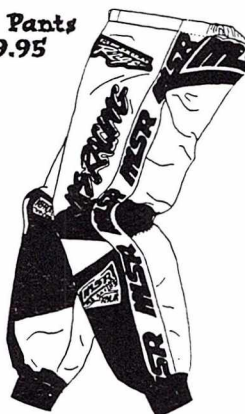


Lite-Ning Pro  
Gore-Tex Pants  
\$169.95



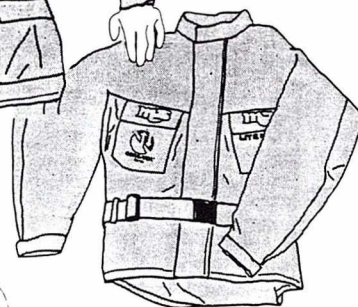
Rage Jersey  
\$23.95

Rage Pants  
\$89.95



Lite-Ning Pro  
Enduro Jacket  
\$169.95

ISDE Enduro  
Pro Jacket  
\$226.95



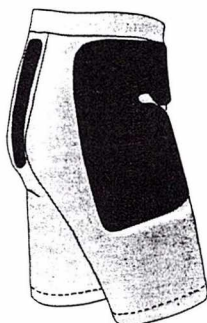
Rage Gloves  
\$21.95



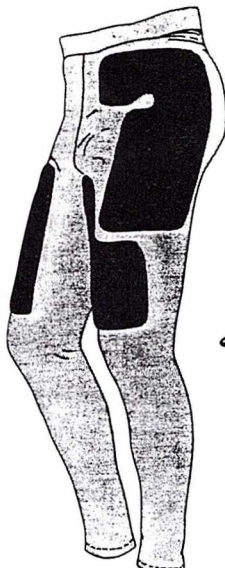
Racing Socks  
\$14.95



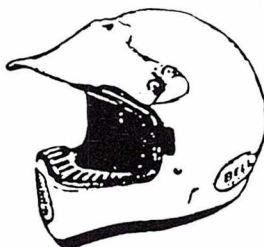
Gore-Tex Gloves  
\$59.95



Padded Shorts  
\$31.95



Padded Pants  
\$43.95



BELL

Moto 6  
\$255.95



SIDI Boots  
\$219.95



MSR System 6  
\$94.95

GIFT  
Certificates



## Holiday Order Hotline!

# 800-654-4998

C.O.D. Welcome

Same Day Shipping! Mon.-Fri. 10am-8pm Sat. 10am-5pm

Prices And Availability Subject To Change Without Notice.

MDesign Co.



# TRAIL RIDER

M A G A Z I N E

**On the cover:** A selection from our week at the Six Days. This page: a bird's eye view of the parc ferme. Look for the full story starting on page 24.

**December 1994**  
**Volume 24 Number 12**

Paul Clipper  
**Bossman**

Mark Uth  
**Technical Editor**

Dan Anderson  
**Midwest Editor**

Cindy Lemere  
Jay Chittenden  
Jungle Dave  
Kevin Murphy  
**Contributors**

Nancy Clipper  
**Managing Editor**

**Editorial and  
Subscription Address**  
P.O. Box 129  
Medford, NJ 08055  
(609)953-7805

**Compuserve ID**  
70031,2232  
**Prodigy ID**  
TJKW12B  
**Fax Number**  
(609)953-7312

Printed in the USA by  
GraphicData  
Mount Laurel, NJ

Page output by  
Another Way, Inc.  
Berlin, NJ

The advertising deadline  
for the February 1995 issue is  
December 15, 1994.

## FEATURES

- 24 ISDE 1994**  
*Troubled tales from Tulsa*
- 12 Mill Hall Dual Sport**  
*A fine Pennsy ride*
- 40 OCCR Dual Sport**  
*Fun ride in South Jersey*
- 46 Product Evaluations**  
*Stuff we've tried*

## COMPETITION

- 10 Down East Hare Scrambles**  
*Way up (down?) in Maine*
- 14 Union Hare Scrambles**  
*Michelec's revenge*
- 20 Beehive Enduro**  
*Tougher than most*
- 36 Hoot Owl Hare Scrambles**  
*Turtle day with the hooters*
- 42 Mule Kicker National**  
*From the midwest desk*

## TECHNICAL

- 18 TR Toolbox**  
*Hot fingers*
- 34 DeVol Adjustable Valve**  
*Just the thing for your YZ*
- 38 WER Steering Damper**  
*Long term testing*

## DEPARTMENTS

- 4 Last Over**  
*The Endless Summer*
- 6 Eastern News**
- 8 The Rest of the World**
- 48 Yankee Trader**

24



**Notice:** The opinions expressed in Trail Rider are well-informed and insightful, and therefore can't possibly have come from the publisher or the staff. We just poke along here, trying to have fun and keep the east coast informed, and anyone who sees an ulterior motive or conspiracy here is sadly deluded. We recommend that you ride carefully, dress in all the protective gear you can hold, and know in advance that off-road riding can be very hazardous if you don't keep your wits about you. Remember that this whole sport is based on fun, and if you're not having fun you're going about it seriously wrong, and should find something else that makes you happier. Life is too short, eh?

Trail Rider Magazine (ISSN 0892-3922) is published monthly at 64 Cutchogue Trail, Medford Lakes NJ 08055. Subscriptions are available from Trail Rider Magazine, P.O. Box 129, Medford NJ 08055, at \$18.00 U.S. per 12 issues (one year). Canadian subscriptions are \$25 yearly, and overseas subs are \$40 yearly, air delivery. Copyright © 1994 by Trail Rider Magazine. All rights reserved. No advertising or editorial matter in this magazine may be reproduced for distribution without written permission by the publisher. Contributors: Articles and event photos are welcome, although we assume no responsibility for unsolicited materials. Unless special arrangements are made in advance, all published materials become the sole property of Trail Rider. Second class postage paid at Medford, NJ and additional mailing offices. **POSTMASTER: Send address changes to Trail Rider Magazine, P.O. Box 129, Medford, NJ 08055.**



# LAST OVER



by Paul Clipper

## The Endless Summer

When my head hit the top of the steering wheel the pain jolted me awake. I automatically jerked the van left a few degrees, and neatly missed a mailbox someone had painted to resemble a Jersey cow. The oak trees and scrub pines that ring the toxic waste dumps of Burlington County were rising into view, and I knew in another ten miles I'd be home again, hopefully for the winter. The trip meter on the van had turned over once and was coming up again on 30; that's 1,031 miles of driving, just to ride about 300 miles. The sad part is that all the driving and fatigue had just about erased the memory of all the fun we had the past three days.

Did we have any fun? Did we really ride? Well, yeah I guess so. My bike's all torn up—that usually means I've had fun, no matter what I remember!

I've just come back from a cold weekend of dual sport touring in Vermont and New Hampshire, tagging around with the Motoworld film crew, who are busy these days putting together a series of shows on dual sport touring in various parts of the world. They had done British Columbia, Canada, the week before, and are going to Hawaii next week. After that, they'll do Baja and maybe another location or two. This was the fourth time in the past couple of months that I'd spent time with my old pal Jerry Bernardo, who also did the ISDE and the Nevada Rally. Inbetween the two he spent a weekend in Jersey, of all places, doing something on motorcycle drag racing at Atco Raceway, which happens to be about three miles from the Trail Rider corporate offices. He's got so many frequent flyer miles built up he practically owns American Airlines (as if anybody'd want it), and he grumbles about paying rent on a house he only sees about two days a week.

For us here at Trail Rider, the travel season started in April, when we went out west to try out the KTM RXC dual sport bikes and ride the Langosta Run. It was a ton of fun in Mexico, riding in the rain over the legendary Tecate Enduro trails and feasting on lobster on the coast. Highly recommended and extremely inexpensive, once you cross the border. Coincidentally, if the trucking company gets here this morning we're supposed to be receiving a

KTM 400RXC for a long-term test, so we'll see how the KTM thumpers go in the east.

The end of May we packed our bags again, this time joining a crowd of NETRA riders and dual sporting 1,000 miles of cowboy trails in Nevada. Generally the riding was pretty easy. The ground is slippery out there, and dry and dusty, but there aren't many people, not a lot of towns, no traffic at all (outside of Las Vegas), and it's a great place to go if you want to see what the phrase wide open spaces really means.

Funny thing, one of the things about the trip to Nevada that really sticks out is when we first arrived in Reno, four or five of us were standing on a corner on Virginia Street, the middle of Reno's "strip," and a guy whips a low rider around the corner right in front of us. The car has so little suspension (can you say "none?") that it stands right up on its outside wheels, raising the inside wheels about two feet off the ground. A marvelous display of distaste for traffic laws, gravity, the laws of physics and everything you've ever known about proper driving. We all gave

slick. Now Costa Rica was a memorable ride. Riding through the jungle and seeing all the different things there...hell, everything is different there! The little mountain villages with their tiny pop-stand cafes, the flocks of parrots overhead, banana trees down below, and finally emerging onto the black-sand coast of the Pacific Ocean. There's nothing like a nice warm ocean when you've been sweating like a lawn sprinkler all day!

The end of July we were invited out to Colorado to try out Moose's new clothing, a trip we hadn't planned on but went anyhow, since the opportunity to ride in Colorado is something you should never turn down. We did the Silverton-Ouray-Lake City thing, which is high passes and sharing the road with hundreds of Jeeps, and then spent one marvelous day railing the high-speed trails connecting Lake City to Gunnison. It was literally a weekend trip, and then rush back to get everything ready to leave for the Nevada Rally, which you read about last month.

Immediately following Nevada, Husky wanted me to come to Italy for a week to see the new machines, but there was simply no way I could do it all live, so Mark took the trip and rode some nifty machines, unfortunately in the rain. The one thing I really missed about that trip is the afternoon Mark got to ride Jacky Marten's world championship-winning 610 Husky thumper. The bike is reputed to weigh 215 pounds and have all the horsepower in the known world, which would have been a thrill to take a spin on. Oh well, you can't get them all!

Next up was the ISDE, and we spent eight days commuting back and forth between Tulsa and the Zink Ranch. You can read all about that in this issue, and that takes us up to last week's five days in New England, and we're back where we started. One heck of a season; a ton of fun on motorcycles! From now until the snow starts falling, we'll be shuttling back and forth to local events on the weekends.

The point of all this is to once again hammer you with the same things we've been saying all along: if you enjoy motorcycle riding, you'll really enjoy traveling with a motorcycle. There's no better vacation than to plan a trip around a motorcycle ride, or taking along your favorite machine and just looking into where you might be able to ride while you're there. Hey, if we can find places to ride—and good places to ride, at that—here in the northeast, it's a fair bet that you can ride anywhere you happen to go.

We made a serious effort this year to put on some mega-miles and travel as much as the production schedule allowed. It was the Endless Summer on wheels. We had a ball, and are now looking forward to local rides and events to fill in the winter. Next year...who knows? We'll probably do it all over again, and if we do, I hope to see you there! □



the guy a rousing cheer.

That was the end of bright lights and flashing neon for that trip. Once you get into the outback of Nevada it is quiet and dark at night, and there really isn't a whole lot happening. We stayed in cowboy towns and bellied up to bars that may have served Sam Clemens and Horace Greeley in centuries gone by.

Immediately after that trip, as a matter of fact the day after we returned, we went straight to the National Enduro in Wrentham, Massachusetts, and watched the top dogs get hammered in the rocks. Talk about culture shock.

The end of the next month, in June, we packed up again and went to Costa Rica for a trail ride, just in time for the start of the rainy season. You don't necessarily get rained on there, but it rains every evening, just enough to keep the trails nice and



# Ronnie's

MAIL ORDER WAREHOUSE

1-800-253-7667  
call toll-free for orders only  
QUESTIONS ? (413) 442-6562

HONDA YAMAHA SUZUKI  
KAWASAKI ORIGINAL PARTS

We Are Proud to Sponsor  
NETRA Experts:

'AA' TODD LEVESQUE  
'AA' KRIS 'FRIT' MOONEY

## DUNLOP

Stick With Us

<b>K-139</b>	
INTERMEDIATE/HARD TERRAIN	
300x21	\$54.95
<b>K-490</b>	
INTERMEDIATE TERRAIN	
80/100 x21	\$57.95
120/80x18	\$39.95
130/80x18	\$43.95
<b>K-695</b>	
INTERMEDIATE TERRAIN	
110/100x18	\$56.95
120/100x18	\$59.95
100/90x19	\$56.95
110/90x19	\$60.95
<b>K-752</b>	
SOFT/INTERMEDIATE TERRAIN	
300x21	\$52.95
110/100x18	\$56.95
120/100x18	\$59.95
110/90x19	\$59.95
120/90x19	\$65.95
<b>K-990</b>	
SOFT TERRAIN	
80/100x21	\$54.95
100/100x18	\$41.95
110/100x18	\$43.95
120/100x18	\$46.95
100/90x19	\$54.95
110/90x19	\$59.95

## METZELER

<b>ALL-CROSS</b>	
90/90x21	\$55.95
110/90x18	\$56.95
120/90x18	\$59.95
120/80x19	\$61.95
130/80x19	\$63.95
<b>UNI-CROSS</b>	
90/90x21	\$49.95
110/80x18	\$59.95
120/90x18	\$61.95
130/90x18	\$63.95
<b>SOFT-CROSS</b>	
90/90x21	\$55.95
110/90x18	\$56.95
120/90x18	\$59.95
100/90x19	\$59.95
120/80x19	\$63.95

## BIEFFE

<b>BIEFFE HELMETS</b>	
BX-6	\$99.95
BX-6 REPLICA	\$129.95
BX-6 COLORS	\$139.95

## Boyesen

<b>BOYEBSEN POWER REEDS</b>	
\$10.95 - \$34.95	
RAD VALVES	\$159.95

## REDLINE CLUTCHES

<b>HEAVY DUTY FRICTION PLATE SET</b>	
\$9.95 thru \$36.95	
<b>HEAVY DUTY SPRING SET</b>	
\$7.95	
<b>HEAVY DUTY DIRT RACER KIT</b>	
Includes Friction Plates, Steel Plates & H.D. Springs	
\$59.95 - \$137.95	

## WISECO

<b>FORGED EXTRA-STRONG PISTON AND RING SETS PRO-TRU</b>	
\$49.95 - \$82.95	

## EBC

<b>METALLIC BRAKES FROM \$17.95</b>	
<b>GOLD SERIES TOP-END GASKET SETS</b>	
The Best Quality Available	
\$8.95 - 36.95	

## FMF

<b>GOLD SERIES EXHAUST ANY \$159.95</b>	
<b>POWER CORE SILENCERS ANY \$69.95</b>	
<b>EXHAUST &amp; SILENCER \$219.95</b>	

## ANSWER

<b>SNEAKER SILENCER</b>	
Only 94 dba, U.S.F.S. Approved	
ANY	\$126.95

## ROOST BOOST PLUS

<b>"ES" or "HS" TYPE \$1.49 EA.</b>	
or	
<b>BOX OF 10 \$13.95</b>	

## NO FEAR

VANGUARD'S G.F.A.R. SYSTEMS

<b>?-MARK T</b>	\$14.95
<b>T-SHIRT</b>	\$14.95
<b>HAT</b>	\$16.95
<b>?-MARK HAT</b>	\$16.95
<b>MOHAWK SWEATSHIRT</b>	\$47.95
<b>SWEATSHIRT</b>	\$31.95

## D.I.D.

D.I.D. CHAIN  
520 x 120 VECTOR  
O-RING SEALED  
\$52.99

## SUNSTAR SPROCKETS

<b>DURABLE STEEL FRONT</b>	\$9.95- 17.95
<b>DURABLE STEEL REAR</b>	\$13.95 - \$47.95
<b>RACING ALLOY REAR</b>	\$33.95- 47.95

## TSUBAKI

<b>520 x 120 OMEGA O-RING</b>	\$74.95
-------------------------------	---------

## maier

mfg. inc. usa

	FRONT FENDER	REAR FENDER	ENDURO REAR FENDER	SIDE PANELS	RADIATOR SCOOPS	ENDURO SKID PLATES
YZ80	16.99	13.99	-	24.99	11.99	-
YZ125/250/490/WR250	25.99	23.99	33.99	32.99	31.99	26.99
WR500	25.99	33.99	42.99	33.99	8.99	28.99
CR80	16.99	13.99	-	-	-	-
CR125/250/500	25.99	25.99	32.99	26.99	26.99	25.99
XR80/100	14.99	13.99	-	-	-	-
XR200/250	25.99	19.99	-	45.99	-	31.99
KX80	17.99	16.99	-	32.99	17.99	-
KX125/250/500	25.99	25.99	37.99	29.99	41.99	26.99
KDX200	25.99	33.99	-	29.99	30.99	29.99
KDX250	25.99	27.99	-	49.99	35.99	28.99
RM80	16.99	13.99	-	-	10.99	-
RM125/250	25.99	25.99	32.99	29.99	29.99	26.99
DR250/350	28.99	35.99	-	35.99	-	31.99
RMX250	25.99	33.99	-	37.99	29.99	28.99
KTM ALL	25.99	33.99	37.99	37.99	25.99	29.99

Factory Replica Plastic In >> •RED•WHITE•BLUE•YELLOW•  
Your Choice of Colors >> •GREEN•FLASH RED•GLO PINK•

## SERVING THE MOTORCYCLE RIDER-RACER FOR OVER 37 YEARS

Free Same-Day UPS With  
Domestic Orders over \$150.00  
International Orders Processed Same Day  
FAX (413) 443-0966



Write for Free Catalog:  
Ronnie's Mail Order  
501 Wahconah St., Box D  
Pittsfield, MA 01201



# EASTERN NEWS



## END OF NATIONAL SEASON IN DELAWARE

The season had come down to the wire. Steve Hatch and Kevin Hines had been battling it out all year for the AMA National Enduro Championship overall title, and coming into Delaware Hines had to win the overall while Hatch finished no better than fifth, in order to collect his second career championship (he won the title last in 1987). Hatch, on the other hand, only needed to finish if Kevin didn't win.

It made for a pretty tense morning in Delaware City, and without giving away the whole thing, suffice it to say that Hatch emerged as the winner of the event by three points over Hines, who apparently finished second for the day. It was the culmination of a battle between the Suzuki RMX pilot and Hines' CRE, and in their fight they left everyone else behind. This is Hatch's first AMA Championship in four years of trying, and he was mighty proud to succeed Randy

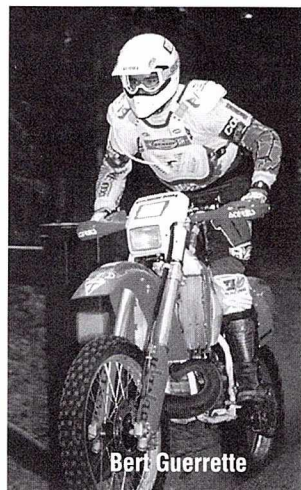
Hawkins, his Suzuki team-mate. The weather was perfect for a change, look for a full story next month.

## BERT GUERRETTE WRAPS UP FOURTH NETRA CHAMPIONSHIP

Last year the great battle in the NETRA enduro championship was between Kemp Stewart and Rick Claxton, and the two fought tooth and nail for the overall title with Kemp getting the nod. This year looked like Claxton's year, when Kemp didn't aggressively

defend his title from the start. Claxton was battling with Dave Gunn in the early runs, when all of a sudden here comes Bert again. Bert had been champion in '87, '88, and '89, and most recently took time out of racing to get married, buy a house and have a kid. It was surprising to most of us that none of the above seems to have slowed him down, and the good finishes started piling up. He used his vast enduro experience to overcome confusion on the route sheet at the Cockaponset enduro,

second to last of the season, and took the overall win, giving him enough points to guarantee the season overall. Congratulations to him! Look for a story on the Cockaponset next month.



Lafferty sweep of the top three positions.

## NO CHILLY CHILI RIDE

The annual NETRA Chilly Chili turkey run scheduled for November 27 has been cancelled and will not be happening this year. The only other late-season event that still remains on the calendar is the Toys for Tots trail ride scheduled for December 12. This ride may or may not be going off as planned, please call the NETRA office at (203)875-5757 for more information.

## NEW SOUTHERN BERKSHIRE LOOP RELEASED

Thanks to the hard work of Mike Stone and the Pathfinders Motorcycle Club there is a new route sheet available for the Southern Berkshire Loop. The SBL is a classic NETRA Trail System trail in the foothills of the Berkshires, starting near New Boston, Mass. Mike and the Pathfinders spent a lot of time cleaning trails, changing unusable sections and basically cleaning up the route sheet this summer, so the route is accurate and the trails are ready to go...too bad you might have to wait for late spring for the snow to melt!

NETRA members owe a big "thank you" to the Pathfinders for all the work involved. Trails get grown in, houses get built, and after a few years a Trail System route sheet may be showing its age. When a sheet is updated it's as accurate as it can be at the time, and sometimes it takes tons of work to get it there! The Pathfinders report that Mike is also working on the Vermont 3 and Central Berkshire trail loops, and they will release the new routes sheets to the NETRA office when they are completed.

The SBL and other NETRA Trail System route-sheeted trail riders are available to members only (a great reason to join) by calling or writing the NETRA office. There is a small fee to cover the cost of duplicating the route sheets.

## INTERESTING NEW RULE POSSIBILITY

We heard of a discussion proposed at a recent ECEA meeting that piqued our interest. The question proposed was what could be done to reduce the traffic at ECEA enduro gas stops, where all the top riders and many of the mid-pack riders have gas crews (family, friends) at the gas stops. The idea proposed was a mellow one: the question was just asked "what can we do to reduce traffic?" which has become considerable.

Here at Trail Rider we've got another suggestion for you to chew over. In the spirit



## NAMES AND ADDRESSES

### New England Trail Rider

#### Association

#### (NETRA)

P.O. Box 478  
Ellington, CT 06029  
(203)875-5757

### East Coast Enduro

#### Association

#### (ECEA)

212 Cedar Street  
Lakehurst, NJ 08733  
(908)657-6338

### Pennsylvania Trail Riders

#### Association

#### (PATRA)

Box 77  
Thomasville, PA 17364

### Budds Creek Hare

#### Scrambles

P.O. Box 156  
Budds Creek, MD 20650  
(301)475-2000

### Racer Productions

#### (AMA GNCC Series)

Route 7, Box 459  
Morgantown, WV 26505  
(304)594-1157

### AMA

P.O. Box 6114  
Westerville, OH 43081-6114

### Southeastern Enduro and

### Trail Riders Association

#### (SETRA)

5165 Thompson Mill Road

Lithonia, GA 30038

(404)532-6832

### New York Hare

### Scrambles Series

(315)895-7654

### District 4 Enduro Comm.

568 Whittier Road

Spencerport, NY 14559

(716)594-0384

### District 6 Sports

### Association

P.O. Box 554

Lebanon, PA 17042

(717)272-6896

### Blue Ribbon Coalition

P.O. Box 5449

Pocatello, ID 83202

(208)237-1557



## WHERE TO RIDE

December 1994

12/4 Toys for Tots Turkey Run  
Plymouth, MA

of the Six Days, but taking it to extremes, how about no help at gas stops at all, unless the club has the stop back at the start? Call it modified ISDE rules, where once the rider starts the event he can't have any assistance or parts, unless he's on the other side of a known control. That would mean everybody uses a club-provided gas truck, everybody carries their own canteen and food, and any parts needed would have to come from the rider's own fanny pack or another rider.

At the recent Delaware National we saw national AA class riders having their bikes swarmed over by factory mechanics at the gas stops, having any little problem repaired and new tires mounted. It's impressive to watch, but we have to ask the question: Is this really in the spirit of enduro? Wouldn't it be way more interesting if the rider would have to fend for himself totally once out on the course, and survive on his own? Or more restrictive rules just lead to rampant cheating? What do you think?

## PHELPS HEADS FOR CHAMPIONSHIP

It's been no mystery that Scott Phelps is well on his way to repeating as NETRA hare scrambles champion this year. The big question is who will finish second. So far, it looks like a battle between Kristopher Mooney and Randy McCann, with McCann picking up speed towards the end of the season. We should know all by next month.

## JUNIOR ENDURO SERIES FINISHES UP

The official results aren't on our desk yet, but it looks like "Low End" Luke McNeil will be the NETRA Junior Enduro Champion for 1994, and that Shawn Tyrell will be the Mini class champion in that series. More when official results come out; film at eleven.

## NEW JERSEY RIDING PROGRAM STARTED

Congratulation to the Egg Harbor Township Police Athletic League for their new "Ready to Ride" program announced late this past summer. The EHT PAL's program uses mini bikes loaned by American Honda to teach kids between the ages of 10 and 15 responsible motorcycle riding skills and provide a new outlet for motorized recreation. The catch is that the kids joining the program have to agree to stay in school and do their best to avoid failing grades. If they don't live up to their side of the deal, they don't get to ride. Using minibikes rather than sticks and balls is a very progressive step, and we wish the program all the luck and success possible. For more information on the program, write to Egg Harbor Township Police Athletic League, 3515 Bargaintown Road, Egg Harbor Township, NJ 08221-9621. □

# PLANET KTM IS EVOLVING!



**KTM**  
MOTORCYCLES

CHECK OUT THE NEWEST EDITION!  
For Fast Delivery of  
KTM or Honda  
parts, call our  
CR/KTM Parts  
Express line:  
1-800-348-0070

CONVENIENTLY LOCATED IN  
MANCHESTER, CT



'95 Models Are Here  
Now, Stop In and  
Check Them Out!

Limited Availability on  
all KTMs and Hondas!

We're Taking Deposits  
Now For Fall!

MHR's Kevin Hines  
is currently 2nd in  
the AMA National  
Enduro standings

**MHR**  
MANCHESTER HONDA RACING  
The Professionals

"Where Riding is a  
Way of Life!"

30 Adams Street  
Manchester, CT  
06040

(203)645-3125



# THE REST of the WORLD



## ISDE VIDEOS

There is, or will soon be, a one-hour video available on the 1994 Tulsa ISDE. The one-hour VHS version will go for \$24.95, and a European PAL version of the same tape will be available for \$29.95. To order, or for more information, call (800)875-5000. Anyone interested in faxing in a request can do so at (303)777-3661.

## MOOCH'S GLORY

When you read the ISDE story in this issue, you'll see a sidebar written by Charlie Williams of Team Mooch. You might ask "Who is this guy, and who is he kidding? Nobody like that could actually ride the Six Days..." Well, he did, proving the old adage, "they'll let anybody in this joint!" To prove he actually rode, we have a genuine color photo of his bruises, illustrated here and pointed out with the help of Motoworld 2's Jerry Bernardo, who seems to be popping up everywhere (like an ugly virus) these days. Charlie Williams and Team Mooch...just another example of Trail Rider's commitment to excellence (yeah, right).

## FINAL SHOT

Let's try something just for fun. American sentiment being what it is, when the main U.S. press coverage on the Six Days comes out, chances are there will be a lot of crowing about how fast Guy Cooper and Ty Davis were, especially in the final motocross test, where they put Stephane Peterhansel to shame (who had already won the event overall). The fun item to search for is whether the mags point out that Kari Tiainen and Fabio Farioli, from Finland and Italy, respectively, absolutely smoked everyone in the final race of the day, setting an overall time that was fully five seconds faster than what Davis and Cooper did—and this is on big Open-class four strokes, mind you. Watching the race was a religious experience. One thing that having the ISDE in the U.S. taught us, once and for all: the other guys keep winning because they're faster than us, plain and simple.

## NATIONAL HARE SCRAMBLES WRAPPED UP

Suzuki rider Rodney Smith wrapped up the AMA National Hare Scrambles championship at the seventh round of the series in Emmet, Idaho, on October 9th. In that race Smith finished second to Ty Davis, with New Englander Tommy Norton following in third. Norton is still

sitting second in the series points, trying to hold off a charging Scott Plessinger. With a race or two left to go, second place is still up in the air. We'll know more next month.

## NEW ENDURO BLOOD?

Big news at the next to last national enduro round in Lucerne, California, was that Ty Davis smoked everyone else and took the overall. Ty also did quite well at the Six Days, finishing as the top American. According to Cycle News he's going to try his hand at a couple of the AMA national enduros at the beginning of

were grumbling afterwards about Davis' almost uncanny 15-point score. There was some speculation that the course could have been arrowed better, but no formal protests were filed so the event stands. Any way you look at it, ex-motocrosser Davis is hot right now, and it'll be good to have some new blood in the national enduro series in '95.

## GNCC STILL UP FOR GRABS

As this is written, the AMA Grand National Cross Country series still has not been decided, and it looks like it may go down to the wire. Scott Plessinger (KTM) is the favorite so far, just a few points shy of taking the series win away from defending champ Fred Andrews. Tom Norton (Mirage Kaw.) has third place in the GNCC locked up, as of the October 16 event in Mount Morris, PA.

## NOTES FROM THE COMPUTER NERD

For those of you who are interested, we broke a serious amount of technical ground with this issue. The ISDE story is probably the longest story ever printed in Trail Rider, at nine pages, but it is also the first time we actually bought additional color pages to show off just a fraction of our photos from this event. The printing of the photos was not your normal run-of-the-mill printing job. After having the film developed normally, we picked out the best shots and sent them off to a professional Kodak Photo CD imager, and had them scanned and saved onto a computer CD-ROM disc. The Photo CD images were then pulled off the CD-ROM, sized and separated in Adobe Photoshop (with the help of our typesetting house), dropped into the computer layout of the pages and output as composite negative film for color platemaking. Pretty wild stuff, and a whole lot more flexible than the "old-fashioned" way of separating color. Did we make a video of the process? No, but don't be surprised to see a whole issue of Trail Rider distributed on computer CD-ROM some day in the future.

## MOTOWORLD 2

Got cable TV? The air times for Motoworld 2 on ESPN 2 are as follows: 12/2: 6:30PM, 11/23: 2:30AM, 12/8: 6:30PM, 12/10: 2:30AM, 12/16: 6:30PM, 12/17 2:30AM, 12/22: 6:30PM, 12/24 2:30AM, 12/30 6:30PM and 12/31: 2:30AM. Regular old Motoworld on ESPN is on at 5:00 PM on 12/1, 7, 15, 22 and 29; and on at 2:30 AM on 12/4, 11, 18 and 25.

## LOTS OF VINTAGE STUFF

Christmas is a great time for giving vintage clothes, and the upcoming holiday is a good reason to get in touch with Metro Racing. Metro makes T-shirts, jerseys, and pants with all the retro logos, just perfect for wearing to the vintage races or just impressing people with your old time attitude. They offer a catalog for \$2, from Metro Racing, P.O. Box 76, Hermosa Beach, CA 90254; (310)798-1160. □



Charlie Williams and friend

next season, and if he does well Kawasaki may just let him ride the rest of them, in hopes of pulling the championship away from Suzuki. Davis took the overall win with a 15 point loss, with Steve Hatch finishing second with a 23, and Randy Hawkins coming in third with a 26.

The desert terrain caught most of the national enduro regulars off guard, and well it might. Lucerne Valley is absolute, total desert, with no trees, no greenery, just rocks and dust. The run wasn't without controversy, though, when some riders





# KTM WINS TULSA ISDE

*Giovanni  
Sala*



*Fabio Farioli*



**F**or six days in September the best riders and machines came to America to see who is the best in the world of off road.

After nearly one full week of brutal pounding and relentless torture one marque, and one marque alone, stood on top. **KTM**. Led by 1994 World Enduro Champions Mario Rinaldi and Giovanni Sala, and

*Mario Rinaldi*



**World Enduro Vice Champion Fabio Farioli, KTM** totally dominated the manufacturer's competition adding yet another overall **Manufacturer's Title** to KTM's long, long list of ISDE victories. Maybe that's why more riders choose KTM year in and year out when it comes time for the ISDE. After all when you're facing the toughest race on earth, you better bring along the toughest motorcycle on the planet. **KTM Motorcycles: Champions of Six Days!**

## And Congratulations to all our U.S. KTM Team ISDE Medalists:

**Jim Gray** .....Gold Medal ....Open Two Stroke  
**Matt Satvish** .....Silver Medal ....Open Two Stroke  
**Curtis Dice** .....Silver Medal ....Open Two Stroke  
**Steve Trinies** .....Silver Medal ....Open Two Stroke  
**Tim Hart** .....Silver Medal ....Open Two Stroke  
**Robert Johnson** ....Silver Medal ....Open Two Stroke  
**Scott Hoffman** ....Silver Medal ....Open Two Stroke  
**Robert Possehl** ....Silver Medal ....Open Two Stroke  
**Kelvin Thomas** ....Bronze Medal ....Open Two Stroke  
**Karl Fahringer** ....Bronze Medal ....Open Two Stroke  
**Michael Shim** ....Bronze Medal ....Open Two Stroke  
**Stormy Sims** ....Bronze Medal ....Open Two Stroke

**Kirk Sessions** ....Bronze Medal ...Open Two Stroke  
**Greg Holden** ....Bronze Medal ...Open Two Stroke  
**Vern Pacholke** ....Silver Medal ...125cc Two Stroke  
**John Scheidhauer** .Bronze Medal ...125cc Two Stroke  
**Jeff Russell** .....Silver Medal ...350cc Four Stroke

**KTM**  
**MOTORCYCLES**



And Special Thanks to all of our hard working and dedicated 1994 ISDE International Support Team Volunteers!



# DOWN EAST!

A hare scrambles too tough for the motocrossers!

by Cindy Lemere,  
photos by Lemere and Jay Chittenden

## Searsport, ME 8/7

**F**ran Halligan, riding on a Yamaha 250, managed yet another High Point in the Expert class. But this really takes a second to what happened earlier in the race. On the fifth lap of the 5.8 mile loop, seven lap course, Fran actually held a seven second lead on the first place rider, Scott Phelps, when the one minute adjustment was made. As Halligan doesn't really have a "committed" pit crew, he had no way of knowing he was pulling off such an admirable feat. Despite getting a rather feeble holeshot, Halligan went right into overdrive and blew down the whole 250 Expert line by the second lap. From then on his main goal was to overtake as many of the top gun AA riders as possible. Four laps down saw Halligan very much in control of the situation and running up in the top five position. The seventh lap saw Phelps finishing first, Crispin second and Halligan third, but adjusted times put Halligan into a second overall finish.



Fran Halligan took the A High Point, came very close to winning the overall.

Scott Phelps, the current points leader in the NETRA Hare Scrambles series, did manage to take home the overall only after battling a long, hard afternoon away with Todd Levesque. Although the day finally ended on a high note for Phelps, it didn't look so promising for him earlier in the ride. Phelps couldn't get his bike started on the line and after a half dozen kicks managed to get things fired up and entered the woods dead last on the AA line. As Phelps emerged from the woods on the first lap, there was only



Scott Phelps endured where the motocrossers couldn't, and took another overall at the Down East hare scrambles. Phelps has pretty much wrapped up the NETRA championship for this year. File photo by Jay Chittenden.

Kris Mooney and Steve Formanek, Jr., still in front of him with Levesque freight training along. And just in back of Levesque was the sleeper, Chris Crispin, steadily trailing the forerunners like a wolf stalking his prey. Crispin hung back in the fifth place spot for several laps just riding a nice, comfortable pace and, of course, smiling the whole while. The second lap saw Phelps in first with Levesque still tagging along, but as the two emerged from the woods on the third lap, Levesque held onto the lead position for the next three laps and this time Phelps was playing the role of caboose. Then surprise! The fifth lap now saw Phelps back in the lead again to stay there for the final gold. As for Crispin, he also slipped into the barrels ahead of Todd Levesque after methodically working his way up through the ranks. Levesque cruised in behind Fran Halligan after an unfortunate mishap in the woods.

Ken Valentine, running the Open Expert, also managed a first place with his own share of difficulties. The third lap saw Valentine with an extended lead on the rest of the class, but he was also sporting a rear flat tire that managed to stay beaded to the rim till the seventh lap. With course conditions rapidly deteriorating, Valentine's tire hit a nasty hole and the tire finally popped

off the rim. The rim was just spinning on the tire and Valentine was forced to get off and push his bike part of the time to complete the final lap. The end result was still first place, but his rear wheel was ruined. Was it all worth it? Ken thought so and that's all that matters.

The Down East course is new to the NETRA circuit this year, thanks to the contribution of Jerry Wood, who owns the 300 acres the event was run on (and also runs The Penguin Racing School). And being a new course, most of the trails were freshly cut just for this event. The Minutemen Trail Riders truly put on a real hare scramble event by throwing every kind of terrain and obstacle available in New England at the 200+ riders in the short 5.8 mile course. If you could manage to clear the first two miles of the loop the rest began to seem easy. The first few miles consisted of SUPER tight woods, extremely technical off-camber roots webbing back and forth, slimy moss-covered rocks and lots of that snotty thick black oozing New England dirt.

After this the rest of the course was practically a cakewalk...well, almost. Enter onto a few logging roads with a variety of mud-holes, the worst being about one hundred feet long and up to the seat of the bike in some spots. There were three or four worn



ruts in it with roots running through most of it. Lose your momentum and it was time to climb off and tug your bike through the heavily compacted ooze.

There were also several open field sections, with one field made up entirely of 1.2 miles of ribboned-off off-camber switchbacks. I guess the switchbacks were thrown in to make the motocross riders who attended feel like they were at home. Not so, as most of them just couldn't endure

the first few miles of the course, never mind make it to the end of the loop where the switchbacks were located. And these words of praise were actually uttered from the mouth of one of the NESC experts who attended (and quit after the fourth lap). "I just can't believe this sh-t. These guys are nuts. Running through those woods full bore and beating the hell out of their bikes. This is not fun, this is definitely not fun. But, I do have to say that after having actu-

ally participating in a hare scrambles I give the utmost respect to these guys. I used to think motocross had some tough tracks, but that's nothing. I take my hat off to these guys, tuck my tail between my legs and I'm going home. I know this is one place I am definitely out-classed, out-ridden."

So guys, give yourselves all a pat for a well-deserved completion of one really bitchen race. For those who didn't, well, there's always next year. □

<b>Down East Hare Scrambles</b>		3. Peter Antinarelli	Hon	1. Wesley Phillips	Yam	2. Tom Rolfe	Kaw	2. Joe Fratianni	Yam
Scott Phelps		4. Craig Bridge	Kaw	2. Gerald Roberty	Kaw	3. John Bates	Hon	3. Leif Fustavson	Cag
<b>Overall High Point</b>		<b>A Veteran</b>		3. Jason Naylor	Kaw	4. Bryan McDonald	Yam	4. Stephen Ralley	Suz
Fran Halligan		1. Phil Lemere	Hon	4. Tom Wallace	Suz	5. David Siegel	Hus	5. Barney Heath	Hon
<b>A High Point</b>		2. Carl Binner	Yam	5. Gary Wallstrom	Hon	<b>C 125</b>		<b>Women</b>	
Wesley Phillips		3. Roger Billharz	KTM	<b>B Open</b>		1. Hans Neff Kaw		1. Sherry Landry	Kaw
<b>B High Point</b>		4. Norm Turnberg	Yam	1. James Stoddard	KTM	2. David Bradley	Yam	2. Linda La Scaleia	Kaw
Jeff Staples		5. Shannon Danylieko	Yam	<b>B Vet</b>		3. Matt Knapp	Hon	3. Pam Minella	Kaw
<b>C High Point</b>		<b>A Four Stroke</b>		1. Kip Dirazonian	Yam	4. Jason Rodrigue	Suz	4. Amanda Young	Hon
<b>AA</b>		1. Mark Burdick	Kaw	2. Alan Wright	Hon	5. Benjamin Britch	Yam	<b>C Four Stroke</b>	
1. Scott Phelps	Yam	2. Lee Plelletier	Suz	3. Art Randolph	Yam	<b>C 250</b>		1. Larry Piers	Suz
2. Cris Crispin	Hon	3. Jim Mitchell	Hon	4. Larry Kiernan	KTM	1. Jeff Staples	Hon	2. Eric Garcia	Hon
3. Todd Levesque	Yam	<b>A Senior</b>		5. Bill Riordan	KTM	2. Jeff Wood	Kaw	3. Andrew Fowler	Hon
4. Steve Formanek, Jr.	Kaw	1. Jerry Randall	Hus	<b>B Four Stroke</b>		3. Justin Spinney	Hus	4. Dave Sametz	Hon
5. Robert Speroni	Yam	2. Steve Formanek	Kaw	1. Kevin Paine	Hon	4. Todd Hamilton	Suz	5. Charles Lentz	Yam
<b>A 125</b>		3. Brent Mace	Kaw	2. Dave Simcock	Hon	5. Leon Weymouth	Hon	<b>Juniors</b>	
1. Josh McLevy	Kaw	4. Stephen Wilcox	Suz	3. Scott Chase	Hon	<b>C200</b>		1. Hans Neff	Kaw
2. Ken Law	Yam	<b>A 200</b>		4. Matt Bingham	Hon	1. John Burney	Kaw	2. Doug Stroh	Kaw
3. Luke McNeil	Kaw	1. David Fraser	Kaw	5. Craig Franco	Kaw	2. Raymond Wenzel	Kaw	3. Jason Rodrigue	Suz
4. Brian Tucker	KTM	2. Todd Dabkowski	Kaw	<b>B Senior</b>		3. Chris Simpson	Kaw	4. Benjamin Britch	Yam
5. Mike Millett	Hon	3. Randy Law	Kaw	1. Victor Tiship	KTM	4. Frank Smerczynski	Kaw	5. Johnathan Choquette	Yam
<b>A 250</b>		<b>Super Senior</b>		2. Bob Young	KTM	5. Chad Richardson	Kaw	<b>Minis</b>	
1. Fran Halligan	Yam	1. Thomas Levesque	KTM	3. Rick Hesser	Kaw	<b>C Veteran</b>		1. Shawn Tyrrell	Yam
2. John Mc Mahon	Hon	3. Jerry Shiners	Hus	<b>B 200</b>		1. Steven Richardson	KTM	2. Eric Pouliot	Suz
3. Patrick Timothy	Hon	3. Ed Barnes	Hon	1. Jim Edmonds	Kaw	2. Charles Sillets	ATK	3. Corey Lang	Kaw
4. Russell Bain	Hon	<b>B 125</b>		2. Mark Olson	Kaw	3. Bruce Brown	Kaw	4. Jim Wesolowski	Kaw
5. Mark White	Hon	1. Bill Haelen	Yam	3. Dan Olson	Kaw	4. Stephen Johnson	Hon	5. Lance Davis	Yam
<b>A Open</b>		2. Kevein Callahan	Kaw	4. Bruce Yuill	Kaw	5. Greg Hull	Kaw		
1. Kenneth Valentine	KTM	3. Cash Webb	Kaw	<b>C Open</b>		<b>C Senior</b>			
2. Doug McKinnon	Hon	<b>B 250</b>		1. Steve Hart	KTM	1. Frank Ackerman	Hus		



# Husqvarna

WE CAN MAKE YOUR HUSKY WORK!

**GREAT ACCESSORY DEALS!**

.....ANSWER.....

<b>EDGE 2 PANTS</b>	<b>\$69.95</b>
<b>APEX PANTS</b>	<b>\$99.95</b>
<b>REV JERSEY</b>	<b>\$17.95</b>
<b>POWER JERSEY</b>	<b>\$31.95</b>
<b>TACTEL JERSEY</b>	<b>\$34.95</b>
<b>APEX GLOVE</b>	<b>\$23.95</b>
<b>PRO FORM BELT</b>	<b>\$24.95</b>
<b>GSX PRO BOOT</b>	<b>\$169.95</b>

## VALLEY MOTORSPORTS

Phone  
(413)584-7303

216 N. King St., Rt. 5  
Northampton, MA

Just off exit 21 of Interstate 91 in Massachusetts

## 1994 CLOSEOUT SALE

'94 125WXC	\$3599
'94 250WXC	\$4199
'94 360WXC	\$4399
'94 350WXC	\$4899
'94 610WXC	\$5299
'93 350WXC	\$3999
'93 610WXC	\$4799
'94.5 FE501	\$5799
'94 KX125	\$3499
'94 KX250	\$4199
'94 YZ250	SOLD OUT!

CALL OR SEE JERRY RANDALL



**Kawasaki**

**HUSABERG**  
AMERICA INC



**Husqvarna**  
**YAMAHA**



# Mill Hall Dual Sport

A good ride in '94 will be a great ride in '95

by Ed King

Mill Hall, PA5/14-15

Is the dual sport scene alive and well? If you gauge it by the turnout for the AMA/Suzuki National Dual Sport Trail Ride in Mill Hall, Pennsylvania, you would have to say ABSOLUTELY! This new-for-1994 event in the AMA Suzuki Series was organized by the Durty Dabbers, the local 40 member trials club, and was the second event in the 17 ride AMA series. The ride had been a local unadvertised event for the past three years, prior to going "National" this year. Almost 200 riders completed the 120+ Saturday route, and/or the 155 mile Sunday route, which may be a record turnout for a "first time" AMA National Dual Sport Ride.

Co-host, registration headquarters and staging area was Williamson Honda-Suzuki on Route 64 in Mill Hall. The actual start/finish and site of Saturday night's barbecue was the Eden Lounge on route 120 outside Lock Haven (approximately 15 miles north of Mill Hall). Parking at either Eden Lounge, Williamson Honda, or the Sons of Italy Campground next door to Eden Lounge, made things very convenient.

Most all of the ride was in and around the Sproul State Forest and consisted of 85% dirt roads, mixed with an abandoned rail-

road right-of-way, and some pavement. Due to the later than normal noon starting time imposed by Saturday morning turkey hunting in the state forest, most riders were anxious to get on the trail. It was over ten DUSTY miles to the first reset, and I ate my pound of it! One of these days I'll learn NOT to get suckered into following the "pack", and take my time. The first reset was off by several miles, which thankfully got everyone spread out a bit.

perfectly good terra firma without some sort of internal combustion device for propulsion is not my idea of fun. Thanks, but no thanks; I'll stick to two wheels rather than one wing.

Saturday's finale included a long rocky downhill "road?" called rattlesnake run. It was more like a streambed full of football sized rocks, rather than any type of a road. Then it was a short detour into Lock Haven, along the Susquehanna, and back to Eden

Lounge. The route was successfully negotiated by everything from a 200cc Honda Reflex to a TransAlp. Honda shop owner Carl Williamson, however had the most unique bike of the event. A one-of-a-kind Honda "XR1000" (that's a Goldwing with knobbies).

The majority of riders were back in plenty of time to clean up prior to the six o'clock barbecue at Eden Lounge. BBQ chicken, baked beans, and a local specialty, pork sandwiches with cole slaw were on the menu, and those that stayed didn't go hungry. After a few introductions, there were the prize drawings, with an interesting twist. When your name was called, you got up and picked the prize of your choice. Needless to say, the helmets and tires went quick. After all the names had been gone through once, the remaining prizes, mostly chain lube and oil, were available



Chow line at Eden Lounge. BBQ chicken, baked beans, pork sandwiches (Kevin Hines' favorite—ed.) and cole slaw for 200. If you stayed for supper, you certainly didn't go away hungry.

Then Saturday's warm and sunny route picked up an abandoned railroad right of way that included five abandoned railroad bridges, most without sides, and some with holes that would suck up a front wheel.

There also was an abandoned railroad tunnel with a right hand bend in it. Part of the railroad right of way wasn't much more than a tunnel through the trees. Nice stuff.

The afternoon snack stop was at Hyner View State Park, a scenic overlook above the Susquehanna River. Overlooking all of us was a number of hang gliders, that literally used the park as a "jumping off" point. Jumping off



Saturday's ride included plenty of abandoned railroad right-of-way, this section with five bridges to cross. It pays to watch out for holes.



Looking down on the Susquehanna River as it winds through the Sproul State Forest, from atop Hyner View. There's a lot more to Pennsylvania than people might first think; there's especially good riding!



on a first come-first-served basis. A quick, painless way to go through the donated prizes.

Sunday's ride was scheduled to start at 10AM at Williamson Honda, but to keep riders spread out and keep the dust down, most were released early and were already on the trail by 10. Mother nature soon supplied rain to keep the dust down.

Was it a perfect ride? No! Saturday's route sheets had lots of mileage errors. Fortunately, the whole Durty Dabbers club seemed to be on the ride too, so just when you thought you were completely lost, there was someone pointing you in the right direction. Marked maps were supplied Sunday to help remedy the problem.

Does this ride have potential? It probably has the most potential of any eastern dual sport ride I have been on! Why? Location! It's central to a large concentration of riders. There is a good supply of local accommodations, food and camping. The riding is concentrated in a state forest, in which all roads are open to street-licensed motorcycles. That means save your route sheets and maps and come back and enjoy it as many times as you want. The area is literally a spiderweb of roads and trails, that offer plenty of variety for future events. This is a ride that won't get "stale" in a few years by using the same routes over and over.

Durty Dabbers organizers were offered plenty of "constructive criticism" by fellow riders and organizers. I saw some excellent route sheets from a west coast ride that could be read in a blink of an eye, without bifocals. It was suggested that resets be numbered and posted along the route, with an absolute minimum of arrows on the route. For safety purposes, check out and check in are essential. In fact, in one discussion it was determined that some organizers include a check in and out at selected resets to insure sections of the route are clean of any riders, or if any riders have "bailed out" due to accident, breakdown or whatever. A nice touch, that makes life a bit more pleasant for "sweep" riders.

Noise testing for dual sport events is becoming a necessity. A handful of loud mufflers showed up, and most were accompanied by a an "attitude." That combo will ruin future events and close riding areas quicker than anything. If it's a four stroke with the stock exhaust it will pass 92dB no problem (that's about as loud as your average lawnmower). If it's a four stroke with an aftermarket muffler, or a converted two stroke enduro or MX bike, it's time to break out the sound meter and test it. Besides, who would you rather have tell you your bike is loud, a ride organizer and fellow rider who will let you go back to the truck and "work on it", or a State Trooper or Park Ranger, that will let you load it into his truck?

Special thanks go out to Mark Hyde from Suzuki for being on hand for tech support, and Williamson Honda/Suzuki and Eden Lounge as hosts. Finally, even if you're not a dual sport rider you need to stop at Williamson's to see their fine collection of early Honda street and race bikes; it will bring back some memories.

I'm convinced next year's ride will be a superior event. It's on my ride list for 1995. For info on future events write Durty Dabbers, RD 2, Box 282, Mill Hall PA 17751 or call (717)726-3343. □

# EMP

- Knuckle Savers handguards \$34.95 pair
  - Need custom machine parts?
- Send sketch for price and delivery

**EMP INDUSTRIES • Racing Division**  
**Ph. (215)357-0220 Fax (215)357-7974**  
**P.O. Box 1037, Southampton, PA 18966**



Copyright DIRT RIDER Magazine, photo by Mark Kariya

## KEVIN HINES IS NO AVERAGE RIDER

That's why he and fellow enduro champion Randy Hawkins chose Factory Connection to re-valve their suspension. Riders like Kevin and Randy demand the very best, that's why they go so darn fast and that's why they use Factory Connection suspension.

You're no average rider and that's why you should have Factory Connection re-valve your forks and shock.

Remember, stock suspensions are for average riders.



Revalve  
 Rebuild  
 Springs  
 Parts  
 Fluids  
 Rechroming  
 Anodizing

**1-800-221-7560**

**10 CROSS ROADS INDUSTRIAL PARK  
 ROCHESTER, NEW HAMPSHIRE 03867  
 603-335-7023**



# Union Hare Scrambles

Great weather for turtles in Union

by Cindy Lemere

Union, CT 8/15

There used to be a time in the history of NETRA events that a race at Union always meant a day spent in the rain knee deep in muck. No doubt about it, if it hadn't rained all year, it would always rain when Union was scheduled. And the running of Union this time around started out with big, black heavy rain clouds and humidity so thick it was like a mist all around.

The start of the Expert/Amateur race was scheduled for 1:30, and everyone knew in the back of their minds that it was going to be one hell of a ride. Those clouds meant business, which went hand in hand with lots of mud, one very deep river crossing and piles of slippery rocks (Union is composed of a 75/25 ratio of rock to dirt). At 10:30 the sky finally opened up and poured about three inches of water down in about an hour's time. After the first hour, it finally turned into a steady drizzle that remained for the rest of the day with thunderstorms

coming and going all day long.

The start of the event saw the riders in the traditional "Blackwater" start, with four riders leaving in five second intervals. Scott Phelps, wearing the #1 plate, was in the lead line with Tom Norton, sporting #5, only five seconds behind. Right from the beginning a lot of the competitors knew that today would not be fun as the notorious pond crossing was awaiting them only a few minutes down the path. All the run-off from the thunderstorms crossing through the area was making a beeline right for the pond, and it was rising fast.

As the forerunners emerged from the end of the first lap, it was no sur-



Phil Lemere wades across Michelec's Pond in pursuit of the leaders. Lemere is the A Vet class champion for '94, and former AMA National champ.

Are you looking for a:  
**HONDA XR?**  
**YAMAHA YZ?**  
**HUSKY WXE?**  
**KTM E/XC?**  
**Razee Has Them All!**



Call for great deals on  
 non-current machines! Save money!  
 Accessories and parts for all bikes  
 UPS shipping everywhere

**RAZEE**  
 MOTORCYCLE CENTER

730 Tower Hill Road - U.S. 1  
 North Kingstown, RI 02852  
 401/295-8837 • 401/88H-ONDA  
 FAX 401/294-7381



**PUT IT ON...  
 FORGET IT'S THERE...  
 NEVER RIDE AGAIN WITHOUT IT...**

**CHOICE OF CHAMPIONS  
 AT TULSA ISDE '94!**



**Larry Roeseler**

"I started using the KEV-CO/STUBBS 5100 last year in the Baja 1000 and have used it every race since. The belt provides better support and comfort than anything else I've tried."

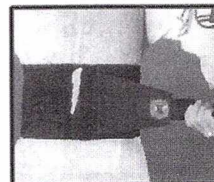
For a dealer near you  
**CALL (800) 223-1713**

**THE 5100  
 A REVOLUTION  
 IN KIDNEY SUPPORT**

- Created by specialists with 25 years + experience in manufacturing superior orthopedic support products.
- High quality, medical elastic designed for the ultimate in comfort and support.
- Vented elastic back for increased air flow and maximum compression.
- Unique double-pull tension straps.

**WORN BY ISDE STARS:  
 STEPHANE PETERHANSEL  
 OVERALL CHAMPION**

- Italian Trophy Team
- Italian Junior Team
- Kari Tiainen
- Paul Edmondston
- Ty Davis
- Larry Roeseler
- Rodney Smith
- Kevin Hines
- Everybody Fast!



**KEV-CO/STUBBS RACING**

4518 Vanowen St., Burbank, CA 91505





*When The Turtle's in town, he usually wins, and Union was no exception. Because of conflicts, Norton won't nab a championship in '94.*

prise that Tom Norton of Team Mirage was out in the lead by a full minute, with Randy McCann of Midtown Kawasaki, Scott Phelps of Dirt Works, Chris Crispin and Jason Haines rounding out the top five positions. Norton had passed most of the first line right after the river crossing and was chasing McCann through the woods. Norton just stayed behind McCann and pushed him hard. McCann ended up hitting a rock and getting out of the way on his own, as he went flying into the woods.

## THE PIPE DOCTOR

**The Pipe Doctor's CPR Service for longer pipe life:**

- NEW low-to-no heat repairs to retain pipe durability
  - Cleaned inside & out with a painted or buffed finish
- \$35.00+Postage**

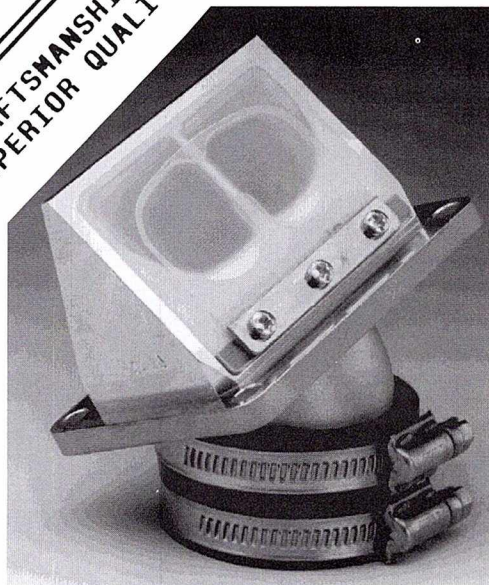
**NEW! Pipe Doctor's Alignment Clamp with instructions.**

**\$20.00** (with pipe repair)

**Ron DuPonte**  
15 Shirley Street  
Fairhaven, MA 02719  
(508) 994-5312 or  
(508) 990-0865

**AMSOIL**  
"The First in Synthetics"

**Boyesen**  
UNCOMPROMISING QUALITY & CRAFTSMANSHIP  
THE BOYESEN RAD VALVE HAS SUPERIOR QUALITY



**MATTO CYCLE STOCKS ONLY THE HIGHEST PREFORMING REED CAGE SYSTEM ON THE MARKET, BOYESEN RAD VALVE. WE RECOMMEND A RAD VALVE BE YOUR NEXT PERFORMANCE PRODUCT PURCHASE. CALL US TODAY SO WE CAN PUT YOU OUT FRONT OF THE COMPETITION TOMORROW.**

**CHECK OUT OUR PRICES BEFORE YOU BUY! CUSTOMER SATISFACTION IS OUR GOAL!**

FOR ALL PARTS AND ACCESSORIES FOR:  
**KTM HUSABERG  
SUZUKI YAMAHA  
HONDA KAWASAKI**

**HUSABERG**  
AMERICA INC

**KTM**  
FUN IN MOTION

**MATTO**  
**Cycle**

**717-429-0678**

I knew Norton was ahead of me and I knew I wasn't going to catch him, but I just wanted to keep pushing." Mooney also admitted that he had been seated on a Yamaha earlier in the year but has recently switched to a Kawasaki and felt a lot more comfortable on this bike.

Way back in the pack, starting after the AA, 125, 250, Four-Stroke, and Open Experts is the Veteran class. The class that is virtually ignored if not forgotten by most of the other riders and spectators. Phil Lemere, backed by Cycles 128 and AXO, made a lot of the other riders stand up and take notice today that the Vet's may start at the back of the pack, but they are not to be forgotten. Even though Josh McLevy and John McMahon were only seconds in front



of him, Lemere, with the time adjusted, was overalling the A class. And the overall would have been his except for the last lap

he took several falls, one of which severely tweaked his bars and took precious minutes to readjust. Had Lemere completed his

<b>Union Hare Scrambles</b>		<b>A Four Stroke</b>		3. Frank Stark Suz		2. Raymond Wenzel Kaw	
Tommy Norton		1. Lee Pelletier Suz		4. Art Randolph Yam		3. Garson Smith Kaw	
<b>Overall High Point</b>		2. Mark Burdick Kaw		5. Ron Lemieux KTM		4. Greg Messier Kaw	
John McMahon		3. John Fuchs Suz		<b>B Four Stroke</b>		5. Pete Eckstrom Kaw	
<b>A High Point</b>		4. Kemp Stewart Hus		1. Kevin Paine Hon		<b>C Vet</b>	
Corey Neuman		<b>A Senior</b>		2. Dave Simcock Hon		1. Ted Croft Yam	
<b>B High Point</b>		1. Jerry Randall Hus		3. Craig Franco Kaw		2. Robert Acquafresca Suz	
Jeff Staples		2. Steve Formanek Kaw		4. Bob White Hon		3. John O'Rourke KTM	
<b>C High Point</b>		3. Steve Wilcox Suz		5. Matt Bingham Hon		4. Kris Symonds Kaw	
AA		4. Steve Kanya Yam		<b>B Senior</b>		5. Ed Manley Kaw	
1. Thomas Norton Kaw		5. James Petrovic Yam		1. John Millett Yam		<b>C Senior</b>	
2. Kris Mooney Kaw		<b>A 200</b>		2. Rich Hesser Kaw		1. Frank Ackerman Hus	
3. Scott Phelps Yam		1. Jim Edmonds Kaw		3. Victory Tiship KTM		2. John Corliss Kaw	
4. Randy McCann Kaw		2. Dave Fraser Kaw		4. Robert Landry Hon		3. John Nolan Kaw	
5. Cris Crispin Hon		3. Todd Dabkanski Kaw		5. Bob Young KTM		4. Al Fagan KTM	
<b>A 125</b>		4. Randy Law Kaw		<b>B 200</b>		5. Bob Foldsmith Kaw	
1. Josh McLevy Kaw		5. Keven Wall Kaw		1. Bob Larsen Kaw		<b>Women</b>	
2. Ken Law Yam		<b>Super Senior</b>		2. Mark Olson Kaw		1. Sherry Landry Kaw	
3. Luke McNeil Kaw		1. Tom Levesque KTM		3. Dan Olson Kaw		2. Michelle Lau Kaw	
4. Brian Barnes Kaw		<b>B 125</b>		4. Scott Garney Kaw		3. Linda La Scaleia Kaw	
5. Craig Vollkommer Suz		1. Corey Neuman Kaw		<b>C Open</b>		4. Pam Mineila Kaw	
<b>A 250</b>		2. Mike Formanek Kaw		1. Mike Corul Hon		5. Amanda Young Hon	
1. John McMahon Hon		3. Brian Chop Yam		2. John Wohele Hus		<b>C Four Stroke</b>	
2. Paul Milliken KTM		4. Andy Kahl Kaw		3. Tom Quaka Kaw		1. Brent Thompson Hon	
3. Harry Grant KTM		5. John Desanty Yam		4. Gerry Ranaud Kaw		2. Bryan Antiaco Hon	
4. Bert Guerrette Hon		<b>B 250</b>		5. Steve Ostergard Hon		3. Phil Hoar Hon	
5. John Fancy Hus		1. Justin Spinney Hus		<b>C 125</b>		4. Kevin Knott Suz	
<b>A Open</b>		2. Fred Goldberg Hon		1. Matt Knapp Hon		5. Eric Garcia Hon	
1. Kenneth Valentine KTM		3. Jason Naylor Kaw		2. Jason Barrett Hon		<b>Juniors</b>	
2. Doug McKinnon Hon		4. Gerald Robery Kaw		3. Eric Morea Suz		1. Doug Stroh Kaw	
3. Brian Maranda KTM		5. Tom Mooney Yam		4. Joe Modian Hon		2. Hans Neff Kaw	
4. Pete Antinarelli Hon		<b>B Open</b>		5. Shane Barltow Suz		3. Jason Rodrigue Suz	
5. Mike Bates Hon		1. Tim Landry KTM		<b>C 250</b>		4. David Bradley Yam	
<b>A Vet</b>		2. James Stoddard KTM		1. Jeff Staples Hon		5. Zach Beauden Yam	
1. Phil Lemere Hon		3. Ken Niewera Hon		2. Greg Corbin Yam		<b>Minis</b>	
2. Carl Binner Yam		4. Todd Douville Hon		3. Dave Cheschi Hon		1. Eric Pouliot Suz	
3. Norm Turnberg Yam		5. William Metzger KTM		4. Mike Deroy Yam		2. Mike Peristere Kaw	
4. Shannon Danylieko Yam		<b>B Veteran</b>		5. Glen Arnold Suz		3. Jim Wesolowski Kaw	
5. Dennis Barnes KTM		1. Kip Dirazonian Yam		<b>C 200</b>		4. Shawn Tyrrell Yam	
		2. Doug Hansen Hon		1. John Burney Kaw		5. Andy Briggs Yam	



McCann led Norton for a while in the early part of the race, but backed off after a trip through the trees didn't agree with him.


race without the fall this would have been the first time in NETRA history that a Veteran would have come from such a long shot at the back of the pack and taken the class overall. Most of us forget that not only do the Vets start way back there, but they are also stuck passing all of the A class and AA class as well.

Said Lemere, "This year my goal is to bring the Vet class in NETRA the respect they deserve, the respect that I have seen them receive in other racing organizations that I've participated in." (Lemere won the Vet Expert class in NETRA in 1991 and 1992 as well as the AMA National Hare Scrambles title in 1993). Lemere ended up tenth overall for the day. □

## Hi-Point

TRAILERS

### Fiberglass Trailers



\*ALL FIBERGLASS BODY FOR YEARS OF MAINTENANCE FREE USE.

\*TODAYS MODERN UP-TO-DATE STYLING.

\*AERODYNAMIC DESIGN OFFERS LESS WIND RESISTANCE FOR EASY TOWING WITH TODAYS SMALLER VEHICLES.

\*OUR BEAUTY IS MORE THAN SKIN DEEP WITH SUPERIOR CONSTRUCTION.

\*ITS LIGHT WEIGHT MAKES TOWING EASY.

\*UNIQUE DROP RAMP REAR DOOR FOR EASY LOADING AND UNLOADING.

\*AVAILABLE IN 14', 16', 18', 20', 24' AND 28' OVERALL LENGTHS.

# PVL

## ELECTRONIC

SALES, TESTING AND SERVICE

FOR


PVL PERFORMANCE IGNITIONS

AND

MOTOPLAT IGNITIONS

FOR

MOST 2-STROKE ENGINES



MOTOPLAT U.S.A.

Hi-Point -- PVL Electronic

1115 Milan Avenue, Amherst, Ohio 44001

Phone (216)988-4474 Fax (216)988-4476

# Midtown

# Kawasaki

## ALL 1995 MODELS AVAILABLE!



Come see the '95 KDX, KX and KLX!

'95 Huskys Available Now!

Midtown is #1 in Service & Support!

Parts & Accessories In Stock!



Husqvarna

Midtown Kawasaki

1864 Silas Deane Highway

Rocky Hill, CT 06067

**(203)721-0193**



DUCATI

UPS SERVICE NATIONWIDE • GIANT PARTS WAREHOUSE



KRAUSE

KRAUSE

CONGRATULATIONS!  
TEAM SIDEWINDER'S  
**SCOTT HOFFMAN**  
TULSA ISDE SILVER MEDALIST

# ENDUROMAX

## "ISDE" CHAIN

**ENGINEERED  
FOR SERIOUS ENDURO  
AND HARE SCRAMBLES**

### "ISDE" PROVEN

After 5 years of brutal testing, SideWinder proudly releases the ultimate chain engineered for maximum effort Enduro riding. New **"ISDE ENDUROMAX"**. This chain proved itself for five consecutive years at the "Olympics" of Enduro Racing — the International Six Days Enduro. It has been the only chain to survive the toughest torture test in the off-road world . . . the ISDE - with virtually no maintenance.

### WARNING

These quotes are **not** from sponsored, factory riders that are **paid big money**, but honest testimonials you can trust from the best magazines and King Richard.

### DIRT RIDER

MAGAZINE . . . "ISDE Story" says "A SideWinder ISDE ENDUROMAX O-Ring Chain was used in conjunction with a SideWinder grooved sprocket. The new **ENDUROMAX** Chain is brutally tough, stretches little and handles abuse with a grin." "I've been using SideWinder products for years and trust their reliability."

### DIRT BIKE

says . . . "The stock chain is junk. We wore ours out quicker than the rear tire." "The new SideWinder (**ENDUROMAX**) chain was put through a 600 mile torture test and was only adjusted once! . . . Dirt Bike Rating: Excellent."

**Dick Burleson** - 8 Time ISDE Gold Medalist. King Richard says . . . "The SideWinder matched sprocket and chain system with the **ISDE ENDUROMAX CHAIN** is the ultimate setup!! Any questions?"

### TRUE MATCHING SPROCKETS

SideWinder Sprockets are 100% machined to precisely fit the **ENDUROMAX** Chain. Positive matching of sprocket teeth to chain rollers eliminates backlash and adds tremendous life to the whole system. More power is delivered to the rear wheel. Only SideWinder offers a matching sprocket & chain set!! With other brands, you have to mix different sprockets with different chains and sacrifice life and power. SideWinder matched sets save you money.


### SideWinder® PRODUCTS

3705 Stern Ave., St. Charles, IL 60174

- 94 Factory Support - Send Resume
- Full Color Catalog - Send \$4.00
- Open 7 Days / 24 Hours A Day

By  
**SideWinder®**

**ALL NEW**



**NO MORE MOTOCROSS CHAINS  
ON YOUR ENDURO MACHINE**

### ENDUROMAX® FEATURES:

- Anti-Friction O-Rings
- Greater Horsepower
- Less Rotating Weight
- Reduced Vibration
- Ultimate Reliability
- Minimum Maintenance

### ENDUROMAX® TECHNOLOGY

**ENDUROMAX** "ISDE" Chain thrives on the punishment that destroys Motocross-type chains. Extra burly pins and sideplates, chrome-moly steel, laser-precise tolerances, and dynamic component balancing are just a few of the unique SideWinder secrets. **ENDUROMAX** renders all other chains totally obsolete. Even if you don't ride the Six Days, why waste money on cheap motocross-type chains. Now you have **"ISDE" ENDUROMAX** by SideWinder!!

ASK ABOUT  
**FREE CHAIN  
INSURANCE**

**AMAZING FACTORY DIRECT  
PACKAGE PRICES  
CALL NOW  
708-513-1000**



# TRAIL RIDER TOOLBOX

by Mark Uth

## Bike Winterization Project

On the surface it may seem that we here at Trail Rider are getting soft with age. Paul's got himself (and anyone willing to listen) convinced that electric start dirt bikes are the best thing since vulcanized rubber, weight not withstanding. Now, in this column, we're going nuts on installing hand warmers on our dual sporting and enduro mounts. What's next, stockings and tutus?

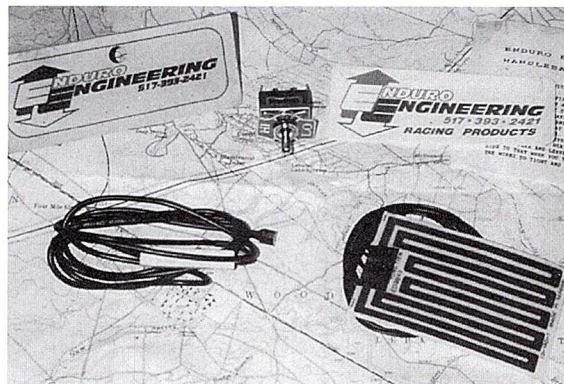
At any rate, if your year round riding plans include a healthy dose of winter weather, extra measures are in order. Aside from deep snow and/or freezing rain, the things that make winter riding most unpleasant are cold hands and feet. Feet can, in most cases, be kept cozy by donning extra layers of polypro socks and such, without much of a riding impediment. However, try doubling up and/or

otherwise wearing thicker winter hand protection and its likely you'll end up with cold hands that are cramped and pumped up to boot. Electric hand warmers are the only solution.

If your scooter has a lighting coil, then chances are that it can be easily outfitted with accessory hand warmers. Several different variants are currently on the market, some of which are hand grips with integral heating elements and others which fit beneath standard hand grips. This latter category is by far the most sano, allowing installation beneath your grip of choice. Our preferred kit of this type, and the one we're installing during this exercise, is manufactured by Enduro Engineering (517)393-2421, and sells for about \$25. The Enduro Engineering kit comes with everything needed for the project including the heater elements, switch, associated wiring and instructions.

### Physical Installation

The first step in this project is to install the heating elements onto your handle bars. If you're not starting with a new set



All the parts of the kit: heat tape, wiring, switch, sticker and instructions. You can run them off the headlight wire of your enduro bike, or off your dual sport's electrical system.

of bars, then your old grips must be removed. With a little care here, the old grips can be cleaned and reinstalled later. Next, clean off the bar end and throttle grip so that they're free of old glue, adhesives, lubricants and/or other mung which would impede the adhesion of the new heating element. Carburetor or electrical contact cleaner work well here and don't

## B&B Yamaha of Camp Hill

1101 Slate Hill Road  
Camp Hill, PA 17011  
(717)761-6192

## B&B Sales & Service

791 Flory Mill Road  
Lancaster, PA 17601  
(717)569-5764



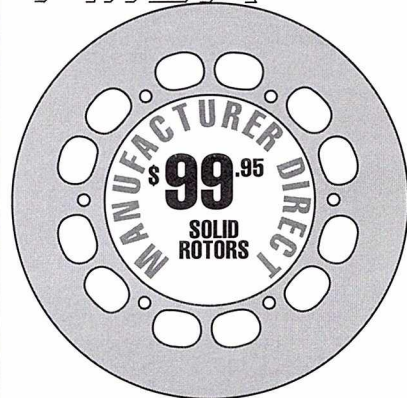
**YAMAHA**  
Husqvarna



METZELER

**Enduro, Hare Scrambles  
and Trail Riding  
Headquarters**

- Complete Suspension Service
- Enduro Accessories in stock
- UPS Shipping Daily



### COMPARE OUR FEATURES!

- |  |   |
|--|---|
| 1. CARBON STEEL  | Increase pad life as much as four times!                  |
| 2. C.A.D./LASER CUT  |   |
| 3. HEAT TREATED  | Progressive Brake Action!                                 |
| 4. ANNEALED  |   |
| 5. C.A.D. MACHINED   | EXCLUSIVE SURFACE FINISH                                  |
| 6. SURFACE GROUND  |   |
| 7. RESISTS CORROSION--                                       | DESIGNED & MANUFACTURED TO AEROSPACE SPECS IN THE U.S.A.! |
| 8. DESIGNED & MANUFACTURED TO AEROSPACE SPECS IN THE U.S.A.! |   |

**THE HIGHEST QUALITY AVAILABLE,  
GUARANTEED!**

Avtek Engineering (305)570-8115  
1105 S.W. 1st Way  
Deerfield Beach, FL 33441

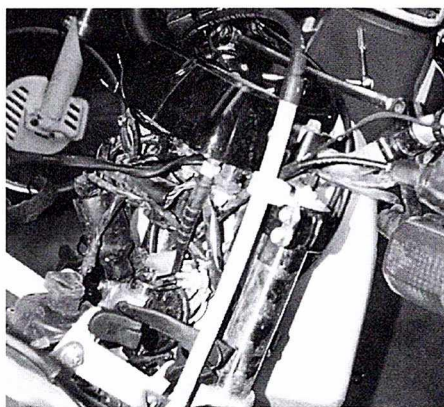


leave behind any residue of their own. Let the area thoroughly dry before proceeding.

The heating element has a self adhesive backing to it and is installed by simply peeling off that backing and sticking it onto the bar end. Note that the heater element goes on top of the throttle grip on the right hand side! Care must be taken to locate the wire leads properly, toward the top of the handlebar. This reduces the likelihood of them snagging on brush or branches. Pay careful attention on the throttle side; leave sufficient slack in the leads so that the wires won't snag on switches, the throttle cable/housing or when the throttle is twisted. Smooth out all air bubbles to ensure the heater element adhesive thoroughly contacts the bar end/throttle grip.

When reinstalling your grips, the new grips must be secured with glue, rather than safety wire. Wire has the potential to cut through the grip and the heater element, resulting in a short. Install your grips over the heater elements just as you would normally. Lubricate the grip interior and handlebar with whatever adhesive you're accustomed to using. We're kind of partial to a product called Household Goop, however, good results could be had with spray paint, contact cement, whatever. Point is, whatever normally works over the plain bar end should also work over the heating grid, so long as the grip isn't wire tied, OK?

The EE kit does not supply any type of bracket for mounting the bar heater actuation switch, so one must be fabricated. On most bikes, including our XR Honda, a small bracket made from 1/16" aluminum can be secured beneath one of the handle



*Somewhere in that rat's nest is the proper place to wire your heaters. Safest is to go straight to the battery, but don't forget to shut them off.*

bar pinch bolts to provide a safe out-of-the-way place for the switch to be mounted.

#### Wiring and workmanship

The heater kit comes with a simple electrical schematic depicting proper wiring setup. Basically, the hand warmers are wired in parallel to a power source available at a switch. The switch is a 3 position unit for high and low temperature selection, and off. The low temperature setting is attained through the use of an in-line resistor that is supplied with the kit.

Both hot wires for high and low temperature circuits are connected to a common hot terminal. Where does one find such a hot terminal? Remove the headlight shell and look at what is probably a rat's nest of wires. Several choices exist as to where to draw power from. A contributing factor when making this decision is power draw—typical handlebar heaters draw about 30 watts (our Enduro Engineering kit was measured to draw 22 watts in the low position and 33 watts in the high). This fairly low power draw should make the heaters a suitable addition to any bike with a lighting coil. However, bikes with low power light-

ing coils (35-45 watt output) might have some trouble if the headlamp is used at the same time as the handle bar heaters. In these cases it's recommended that the headlight be wired to a switch and turned off when the heaters are used.

Continuing, if you're installing the heaters on an enduro mount (no ignition switch) the easiest place to draw power is from the headlamp lead. On bikes with a 2 beam lamp, be sure that the line is hot regardless of whether the high or low beam is lit. For bikes with batteries and/or dual sport applications, try to find a hot lead that is only energized when the ignition switch is on (motor running). This will prevent accidental draining of your battery if (or when) the heater switch is left on after the bike is parked. In all cases, avoid splicing into wires that are of a smaller gauge than the kit hot leads. Smaller wires might not be capable of carrying the increased load, and could result in the wires melting or even catching fire. In extreme cases, where there's no suitable wire available, a new wire (same gauge as the kit hot leads) can be added that connects directly to the lighting coil's output lead or the battery.

Before we button everything up, all wires must be protected and secured so as to reduce the likelihood of damage while riding. Shrink tubing, available in a variety of sizes at Radio Shack, makes for a neat installation while protecting the various wiring, especially the fragile leads that connect to the grip heating elements. Shrink tubing can be applied using either a high temp hot air blower (some hair dryers will suffice) or an open flame, if used carefully. Once the wires are harnessed up with the shrink, generous application of zip ties along the handle bars and beneath the headlight shell completes the installation.

Once you're done you can ride in the cold with impunity. Just flick the switch and you've got warm hands—so what if you're riding buddies are calling you a sissy. After all, they're the ones who are freezing! □



## Canyon Marina & KTM

KTM SALES AND SERVICE  
ENDURO, MX, HARE SCRAMBLES  
HEADQUARTERS

'95 KTM's IN STOCK

125, 250, 300 & R/XC Dual Sports

Large supply of used bikes in stock, priced to sell!

Call today before a good deal passes you by!

- Customer Care Kit with every new '95 KTM (exp. Dec. 31)
- A 10% Discount to all purchasers of '95 KTM's on parts and accessories

We Are Now PA & NJ Area's  
Gas-Gas Dealership  
For Sales or Parts ask for  
John or Shawn McCarthy  
EVENING HOURS FOR YOUR CONVENIENCE

RD 4 Box 155  
Wellsboro, PA 16901

We UPS daily for your convenience

(814)435-2878

## Titan Tough Sprockets \$39.95



JEFF FREDETTE



SCOTT PLESSINGER

**1-800-367-5209**  
**We Ship World Wide**



# Beehive Enduro

A new twist on an easy old family run

by Mark Uth

Mauricetown, NJ 8/28

**B**e careful what you ask for; you might get it". If ever there was an ominous theme for an enduro, this was it. We kept seeing this well-worn phrase posted in various conspicuous spots around the Mauricetown Fire House and enduro starting area, ad nauseam. Sure, by now everyone had heard the rumors that for this year's Beehive Enduro, the Competition Dirt Riders had upped the difficulty factor a notch, in order to squelch the annual complaints from top ECEA riders. This was accomplished via a split loop format that continued to go easy on novice riders, while A and B riders were treated to a 14 mile long special test of single track stick farms, reminiscent of Greenbrier's Otis country. This factor alone should have made for a most memorable Beehive event and some great competition.

However, along with the increased difficulties that riders would face on the trail, came some excess baggage the club was forced to contend with. Controversy arose on two fronts. First, pre-race speculation regarding bike legalization requirements

resulted in a lower turnout for the event, a shade over 500 entrants, versus the usual 600. All this worry was for naught, however, as CDR secured a "parade permit" for the event to cover bikes traversing public roads, and ran all trail sections on private property. Police and other checkists were placated with this scheme (which would not have been an option for other clubs that use state forest lands).

The other dilemma was the Jart chart fiasco. If you've been under a rock since late August, the Jart charts sold for the Beehive inadvertently omitted a couple of key possibilities, one of which turned out to be an

actual time-keeping check. The cause for the error was innocent enough. AMA and ECEA enduro rules exclude timed checks from being within three miles of one another. However, while AMA rules, used throughout the country, classify start controls as a timed check, ECEA rules specifically exclude them. Thus, what was thought to be free time (from mile 14.4 to the start control) was not. The problem with the Jart charts was discovered and brought to the attention of club officials on Saturday evening. Unfortunately, the club was somewhat paralyzed as to what action to take—if they specifically addressed the error then any secrecy regarding check #1 would be lost. Ironically, the whole intent of the check was to keep speeds down across a concerned landowner's property, and limit crop damage. Alas, with no "apparent" possibilities across the field, the result was exactly the opposite as many riders (nearly 200!) wickered it up and paid the price.

Aside from all of the above folly, things were otherwise typical



Once again it was Mike Lafferty at the front of the pack when the dust cleared at Beehive. There is little doubt that Michael will be taking home the ECEA overall trophy once again this year.



Marc Grossman picks his way through a timekeeping section. Marc had a good ride going, hampered by 22 burn points at the first check.

Beehive. Scads of riders arrived from the four corners, entering perhaps the most diversified crop of bikes seen at any ECEA event. Late August in Mauricetown provided a prototypical summer day of calm sunny skies, high humidity (but not overly oppressive), and temperatures that climbed into the low 90s. To the benefit of all, light Saturday evening showers and heavy morning dew kept dust down to a manageable level for the better part of the day.

The Competition Dirt Riders had laid out a characteristic three loop Beehive course for the day, separated by two gas availables, that would traverse some 80-odd land miles. In addition to the split loop and lengthy A/B points taking section leading into the first gas available, trail boss Gene Jost included some trickery with 25, count 'em 25, resets as part of the course. With some resets as short as .02 miles, this was obviously intended to overwhelm the memory of enduro time keeping gear. It succeeded as many riders were seen fiddling with their computers (without the aid of their instruction manuals!) at the gas availables.





*Most of the Beehive trails are easy and open, and the most fun you can ride in Jersey.*

Once out on the course, the first check of the day was the aforementioned time keeping secret check of contention, located in a field, around a blind corner. On the surface, it doesn't appear that the check affected the outcome as all of the top finishers zeroed the check while other top contenders that burned the check (we're not naming names) seemed to have off days. However, there's no doubt that many who burned the check quickly altered their riding style to a more sedate trail ride pace, once it was apparent that they were out of contention.

This was unfortunate, because about a mile later the trail split and the fun began. From a rider's standpoint, the big news for the event was no doubt the miles of new single track trail run after the split. This freshly hewn section, the fruit of much labor by club members Vic Chalow and Dave Bostrom, provided the difference in the outcome of all class battles. After a start control, the first check into this section was an emergency check, 4.8 miles out. Two points proved to be the benchmark score at this juncture, posted by a handful of riders including the brothers Lafferty (Mike, Jack Jr. and Rich), Dale Hiles, Mike McHale, Ross Benson and Lewis Smith, Jr. Mike Lafferty led the emergency points race here, posting a 103, followed by Benson's 118 and McHale's 124. However, Mark Grossman, undoubtedly out of the O/A running (and perhaps still seething after burning check #1 to the tune of 5 minutes!) smoked through this initial section to post the check's best score at 1:59.

There was no rest or reset after the emergency check as riders continued on for another 4+ miles to the section's next checkpoint. At this secret check, a handful of riders managed to post 6 point scores, including again, the brothers Lafferty, Hiles and Benson. Punishing riders further without rest or reset, the course plunged riders back into the bush for a final 4+ mile push to the gas. This final late section and subsequent checkout saw many riders fade. However, maintaining their winning pace, Mike Lafferty and Ross Benson each posted

8 point cards, while Jack Jr. and Dale Hiles fell a point off the pace with 9s.

Loops 2 and 3 each contained a single points taking section, both of which checked riders in with a secret check and out with an emergency check. The clock at the loop 2 check-in (check #6) was found to be 1 minute in error as many riders entered the section seemingly late. This was later corrected during the scoring period, and everyone's scores were adjusted accordingly. At the check-out (check #7), Jack Jr. posted the best time with a 2-108, followed by a host of other 2 point scores including brother Michael (2-109), Benson (2-118), Hiles, (2-125), Tim Urban (2-138), Richard Lafferty (2-139), Craig Cossaboon (2-140) and Mike McHale (2-143). After the day's second gas available the loop 3 points taker was to run riders through the not-so-familiar "New and Improved Gene Jost Country." An indoor check-in preceded a five mile jaunt through the characteristic tall laurel and rhododendron stands of Jostville. The day's final late check, an emergency check-out saw Richard and Mike Lafferty lead the scoring with 4-215 cards, while Jack Jr. coasted in a tick later at 4-216. The Lafferty scores were followed by Hile's 4-251, Benson's 4-254 and McHale's 4-268.

When it was all tallied up, typical single digit Beehive scores were to become a thing of the past. Leading throughout the day, Mike Lafferty posted a 22-427 card and was awarded the Overall trophy. Interestingly, a 22 score would have probably put a rider at the bottom of most C classes in previous years. A250 rider Ross Benson was close on Michael's heels all day long, but failed to beat him in any single section. Nonetheless, his excellent 22-490 card proved to be 2nd best for the day and good for the High Point A trophy. Rounding out top finishers, Jack Jr. placed 3rd O/A with a 23-454 card. Jack was never able to make up the extra point he dropped at check 5. Right behind Jack was Dale Hiles (23-508, 4th O/A), followed by Richard Lafferty's 24 point score (5th O/A).

In B class action, 250 class rider Bill McConnell posted the only 35 point card within the class and claimed the High Point B trophy. Runners up with 36 scores were diminutive B125 rider Ellis Tomlin (36-736), and fellow 250 class rider James Wright (36-753). The best C class score was won by KX500 rider Dave Groemm, with an 8-505 score over the abbreviated C rider course. Groemm narrowly edged the 9 point card posted by CR250 rider Glenn Barsotti. In other action, the Women's class

## EXPERT OFF-ROAD SUSPENSION TUNING

Our constant testing in eastern off-road conditions assures you of the best valving possible, including our exclusive anti-deflection front and multi-stage rear all terrain valving.

**Oil Change: \$39.95 • Re-Valve: \$99.95 (Forks & Shocks, parts inc.)**

Quick turnaround • Free p/u or delivery to ECEA events

All Work Guaranteed • All Brands

**ENDURO  
EXPERTS**



**Custom-Valved Base Valve kits for Kawasaki  
KDX/KLX forks \$139.95**

**KDX/KLX Heavy Duty Fork Springs \$63.95**

**459J Pole Bridge Road • Cardiff, NJ 08232 • (609)484-8307**

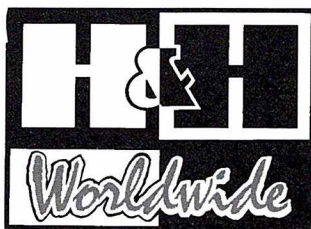
**• MORE BIKES! • MORE PARTS!  
• COMPLETE SUSPENSION SERVICE!  
'95 models in stock!  
ISDE Program Models Available!**



**VINTAGE PENTONS AND PARTS —CALL BARRY!**

**Our 10th Straight Year as...**

**AMERICA'S LARGEST  
SELLING KTM DEALER!**



**We Now Carry  
TIGER SHARK  
Watercraft!**



**8820 Bright Star Road  
Douglasville, GA 30134  
Phone (404)920-1371 • Fax (404)920-9198**

**Usdri Parts 1/2 Price!  
Discount programs on  
parts and accessories.  
Fall Tune-Up Special:  
Forks/Shocks, \$75 plus parts**





was won by Kathi Cambell with a respectable 13 points dropped, a competitive dual sport class was won by Bruce Kenny with a credible 12 point score, and a rejuvenated Vintage class was won by Joe Adamitis who posted a surprisingly low 12 card aboard his Husky 390. Despite the number of entries and cards to be scored, all results were finalized and some 200-odd trophies passed out within a reasonable time, culminating around five PM.

The post race blotter revealed no serious injuries on the day, although there was some trouble during the race with a new land owner and associated land access. Trail boss Gene Jost has high hopes that this snafu (read: lawsuit) will be worked out amiably among all parties. Most were also disappointed with the change in venue of the traditional Beehive post race festivities. Club officials that we spoke to agreed that this year's attempt to gather riders back at the fire house was a sad substitute—look for CDR to switch back to the remote location at or near the known control next year. Despite the various controversies, the dominant fact was that this year's enduro introduced some great new trail that provided for much improved competition at all rider skill levels. Kudos to all CDR members, friends and family for a job well done. □


<b>Beehive Enduro</b>	
Michael Lafferty	KTM 22
<b>Grand Champion</b>	
Ross Benson	Suz 22
<b>High Point A</b>	
Bill McConnell	Kaw 35
<b>High Point B</b>	
<b>Teams</b>	
1. Tri-Co Hammer Boys	40
2. Tri-Co Hammer Ham.	42
3. Tri-Co Hammer Men	54
4. Meteor #3	56
5. DER #2	60
<b>AA</b>	
1. Jack Lafferty Jr.	KTM 23
2. Dale Hiles Jr.	Yam 23
3. Richard Lafferty	KTM 24
4. Mike McHale	Yam 28
5. Marc Grossman	Kaw 50
<b>A 125</b>	
1. John Smith	Yam 30
2. Pat Emmons	Yam 41
3. Jim Costello	Suz 47
4. Don Testerman Jr.	Hus 55
5. Bob Agonis	Gas 59
<b>A 200</b>	
1. Chris Garber	Kaw 38
2. M. Dean Spencer	Kaw 39
3. Tim Steese	Kaw 40
4. Brian Russell	Kaw 43
5. Mark Larson	Hon 51
<b>A 250</b>	
1. Lewis J. Smith Jr.	KTM 27
2. Graig Cossaboon	Kaw 29
3. Steve Leatherwood	Yam 30
4. Bob Aldakimov	Hon 31
5. Robert Stein	Kaw 35
<b>A Open</b>	
1. Ken Law	CRE 32
2. Ken Yankowski	KTM34
3. Tom Folkl	Mai 34
4. Michael Slechta	KTM34
5. Cliff Tenney	KTM34

<b>A Four Stroke</b>	
1. Darrin Russell	Hon 37
2. Barry Crone	Suz 38
3. Erik Nijkamp	Hus 43
4. Sam Denino	Hon 48
5. Ken Hammond	Hon 51
<b>A Veteran</b>	
1. Hank Stankiewicz	Yam 33
2. John Walter	Suz 34
3. Tim Urban	Yam 35
4. John Neifert	Suz 37
5. Anthony Tomasello	Yam 38
<b>A Senior</b>	
1. S. Wolfersberger	Yam 37
2. David Barlow	Kaw 37
3. Dick Shirk	Kaw 41
4. Wick Wickline	Suz 43
5. Dan Stoppi	Kaw 50
<b>A Super Senior</b>	
1. Charles Stapleford	Kaw 35
2. Jack Lafferty Sr	KTM 38
3. Ralph Wickersham	Yam 44
4. Bill Wahl Sr.	Yam 52
5. Ray McAloon	Kaw 57
<b>B 125</b>	
1. Ellis Tomlin	Yam 36
2. Vic Rovani	Yam 41
3. Joe Tavani	Yam 42
4. Todd Gessey	Hon 42
5. Craig Copeland	Hon 46
<b>B 200</b>	
1. Frank Gluck	Kaw 37
2. Jim McCommon	Yam 44
3. Mark Garrity	Kaw 46
4. Jeff Moyer	Kaw 47
5. James E. Cook	Kaw 47
<b>B 250</b>	
1. James Wright	Suz 36
2. Louis Rizzatti	Suz 37
3. Larry Petrongio	38
4. Scott Devecchio	Kaw 39
5. Scott Lewis	Kaw 40
<b>B Open</b>	

1. George Milchick	KTM 41
2. Bob Barr	KTM 42
3. Marshall Rose	KTM 44
4. Bill Aaroe Jr.	Hon 45
5. Bill Southard	Hon 45
<b>B Four Stroke</b>	
1. Andrew Williams	Hon 37
2. Enrico Galassi	Hon 48
3. Wayne Mason	Hon 48
4. Blair Kolbeck	Hon 49
5. Frank Lillo	Hus 50
<b>B Veteran</b>	
1. Kim Leary	Hon 41
2. Stephan Mason	Suz 43
3. Greg Davies	43
4. Lou Green	Hon 48
5. Thomas Magill	Hon 48
<b>B Senior</b>	
1. Bobby Wilt	Hon 11
2. Jay Gilfillan	KTM 11
3. George Potts	KTM 12
4. Floyd Burt	Hus 14
5. James Parker	KTM 15
<b>B Super Senior</b>	
1. Donald Lewis	Kaw 19
2. William Parrish Jr.	KTM 19
3. Robert A. Barr	Hus 21
4. Craig Morris	Hon 23
5. J. F. Springer	Hus 26
<b>C 200</b>	
1. Adam Sprengiel	Yam 13
2. John Lawrence	Yam 14
3. Anthony Palumbo	Kaw 14
4. David J. Van Pelt	Kaw 14
5. Brett Estell	Kaw 15
<b>C 250</b>	
1. Glenn Barsotti	Hon 9
2. Phil Cassot	Kaw 12
3. John Shukovsky	Hon 12
4. Richard Thomson	14
5. Skip Stoner	Suz 15
<b>C Open</b>	
1. Dave Groemm	Kaw 8

2. Jim Schweit	KTM 16
3. Mithc Lieb	KTM 16
4. Edward Heck	KTM 17
5. Shawn McKenna	KTM 17
<b>C Four Stroke</b>	
1. Ted Ryan	Hon 12
2. Kevin McBride	13
3. Chuck Wolfson	Suz 15
4. Nathaniel McGuire	Suz 16
5. Bob Merkl	Hus 17
<b>C Veteran</b>	
1. Paul Park	Kaw 12
2. Joseph Gurganos	Suz 14
3. Glenn Shiffman	KTM 15
4. Brent Bush	Kaw 16
5. David Oliver	Kaw 16
<b>Women</b>	
1. Kathi Cambell	Kaw 13
2. Julie Newman	Suz 60
<b>Dual Sport</b>	
1. Bruce Kenny	Suz 12
2. Michael Locker	Hon 16
3. Kevin Maddox	Hon 16
4. Kevin Horne	Suz 18
5. Bill Hess	Suz 19
<b>Trailrider</b>	
1. Perry Hodges	Suz 14
2. Glenn Hershey	Suz 14
3. James Erickson	Kaw 14
4. Rick Piascinski	Hon 14
5. Neal Overly	Yam 15
<b>Vintage</b>	
1. Joe Adamitis	Hus 12
2. Mitch Sheitelman	Rkm 15
3. Joe Bilazzo	Mai 21
4. John Hart	Hon 21
5. Don Mikus	BSA 37
<b>Masters</b>	
1. Dav Van Driel	Kaw 18
2. Glenn Purcell	Hon 24
3. Stephan Wagner	Kaw 34
4. Glenn Turner	Hus 36
5. Piet Boonstra	Hon 36

Kawasaki



HONDA

**& Now Featuring ...**

# YAMAHA

■ PARTS

■ ACCESSORIES

■ UPS DAILY

No Sales Tax on Parts, Cycles or Accessories.

**Get the Advantage!**

**1-800-395-3313**  
**1-302-697-3222**

**Diamond motor sports**  
U.S 13, BOX 13  
Camden, DE. 19934

# DIRT WORKS

CYCLES

**ALL '95s  
IN STOCK!**







**Husqvarna**

For Fast Parts Delivery call:  
**(802)447-8606**

**\$300 Parts Kit with '95 KTMs**  
**\$500 Parts Kit with '95 YZs**  
offer ends soon!

**Call Us Up!**  
**Check Our Prices!**  
We ship parts and accessories UPS daily

**Rt. 9, Bennington VT**



# EVERYTHING FOR YOUR BIKE

- Winner of Best Performance Products Award 1991, 1992, 1993, 1994 (voted by U.S. Motorcycle Dealers)
- Sponsors of Scott Summers (5-Time National Cross-Country Champion), Chris Carr (1992 Grand National Champion), Mike Young (1992 4-Stroke World Champion) and many State and Regional Champions
- World's most comprehensive Offroad Products Catalog (292 color pages)
  - Exclusive North American WP Suspension importer
  - Most experienced technical staff in the Industry



- 1 Forks:** WP, MA and IBS Inverted Forks, New Conventional fork soon!
- 2 Fork Springs:** Eibach/Noleen/WP/RaceTech/Progressive Suspension Springs
- 3 Fork Parts:** Race Tech/Noleen valves, seals, fluids, tools, parts, etc.
- 4 Fork Caps:** WB Tru Tec Fork Caps
- 5 Fork/Brake Guards:** UFO/TMV/Devol
- 6 Wheels:** Excel Rims
- 7 Spokes:** Buchanan Spokes
- 8 Tires/Tubes:** Bridgestone/Grandsport Tires
- 9 Brakes:** Braking Rotors/Dunlop/ferodo/Braking Pads
- 10 Brake Lines:** Russel/Fastline
- 11 Front Fenders:** UFO/Polisport
- 12 Number Plates:** UFO/TMV/Polisport
- 13 Handlebars:** Renthal/Afam/Apico/O'Neal/Pro Sport/WB
- 14 Brake/Clutch Levers:** SunLine/O'Neal
- 15 Grips:** Renthal/SunLine/AME/Scott/Galindo/WB

- 16 Brake Reservoirs:** Devol/Maier Guards/Motul/Russell Brake Fluids
- 17 Gas Tanks:** IMS Tanks/SunLine Gas-Stop/Russell/Visu-Fuel Filters
- 18 Radiators:** UFO Shrouds/Devol Guards/Moosejuice/N-Style/Ceet/100%/Werx Graphics
- 19 Seats:** Ceet Covers and Pads
- 20 Exhaust:** Pro Circuit/FMF Pipes
- 21 Engine:** Wiseco/Arias Pistons/Pro Design Heads/WB Gaskets/Boyesen Factory Cover/IMS Wide Ratio Gears
- 22 Clutch:** Barnett Clutch Kits and Springs/WB Easy-Clutch
- 23 Engine Plates:** WB/Devol Supercross Plates, WB/Devol Skid Plates
- 24 Intake:** Boyesen/FMF Reeds and Reed Cages/Mikuni Carbs/Boyesen Super Bowl/Moose Reed Spacer/PC-1/Pro Vent
- 25 Airbox:** Twin-Air/K&N Filters/WB Filter Vents/PC-1 Filter Skin

- 26 Engine Shrouds:** UFO Engine Shrouds
- 27 Frame Guards:** Devol/UFO/TMV Frame Guards
- 28 Side Plates:** UFO Side Plates
- 29 Numbers/Backgrounds:** N-Style/Throttle Jockey/Dirt Digit/100%/Werx
- 30 Silencers/Spark Arresters:** Pro Circuit/FMF/DG/Klemm Silencers/SuperTrapp/Cobra/Baja Products Exhaust
- 31 Rear Fenders:** UFO/Polisport MX and Enduro Fenders
- 32 Sticker Kits:** Troy Lee/N-Style/Werx/FMF plus many more
- 33 Chains:** Tsubaki/Regina/WB Chain Rollers and Blocks
- 34 Footpegs:** IMS/WOR
- 35 Rear Brake Guards:** Devol/TMV
- 36 Sprockets:** Renthal/Afam/Apico/WB



**WHITE BROTHERS**

24845 Corbit Place, Yorba Linda, CA 92687  
714/692-3404 fax 714/692-3409

Available from quality dealers around the world!  
Send \$5 for our 292 page full color catalog



## International Six Day Enduro

# TULSA '94: THE S

What's most important at th

by Paul Clipper, with help from Lindsay Pirie, Scott King, Linda Shirley, Charlie Williams and a cast of dozens

**S**o what if they had a Six Days and nobody came?

What sort of a person would even ponder such a question? Here we're talking about the International Six Day Enduro, the most prestigious enduro event in the world. This is an event that has been in more or less continuous promotion since 1913; it is the bearer of the highest honor an enduro rider or motorcycle manufacturer can covet: a tiny gold medal that could be easily lost in a sock drawer, but holds within its shiny confines all the work, struggle, pain, misery and joy from a year in a rider's life, possibly from a lifetime itself. Such an event generates its own following. *Build it and they will come.* All you need is a venue and a thousand miles of trail laid out, and the faithful will flock to your gates.

Well, yes and no. That formula may work in Europe, where motorcycle athletes are

held in as high regard as every other sporting pursuit, but here in the States, where everybody else seems to think that motorcycle sport is nigh onto un-American; well, you have a tougher nut to crack. You have to promote your guts out. You have to work day and night to convince everyone in the country that this ISDE thing is a Big Damn Deal, that before they even consider any other vacation they'd better plan on going to a motorcycle event that hasn't been in this country for 21 years, and that we were going to win that event; we, being Americans, proud and brave. And when you have everyone half-convinced you have to give them every other reason in the book to be there, like a three-ring circus, Woodstock, and a Proud Christians for Jesus convention every day. It would help matters if this was all free as well...except food & lodging, of course.

But you know, it didn't work out that way. Rather than belabor the point here in the body of what is supposed to be a race report, we'll direct your attention to the sidebar "The Trouble with Tulsa" on another page. In a nutshell, the Tulsa ISDE was a dismal promotional failure, and there's nothing to be done about that now. The flip side is that the Tulsa

Trailriders put on an excellent race, technically speaking, and from a rider's or a race enthusiast's view there really was absolutely nothing to complain about. As a matter of fact, if you look beyond the missing spectators and lacking amenities, this was an absolute triumph of a Six Days, from an organizational standpoint.

The Tulsa Trailriders are experts at putting on ISDE Qualifiers, and in this case what they simply did was string together six days of qualifiers and hang a few more flags than usual. The course each day was about 160 miles of pure trail, two loops of 75 to 85 miles. There were three different courses—blue, red, and green—used two times each during the week, and three different grass track special tests, used twice each day. Each day's course also contained two terrain tests, which are basically tight enduro sections, timed to the hundredth of a second. Are you following this? So, as a rider, you would have to negotiate 160 miles of trail each day (two loops of 80 miles) without losing any points along the way. Then, you would also have to race around two grass tracks and two terrain tests, each one timed (except for day six, where there is a short trail ride and a big motocross test). At the end of the day your



Stephane Peterhansel, right, zeroed the course, ignored everyone else's lines on the grass track and consistently picked the quickest way around, proving that even on American soil he is the fastest enduro rider alive. Above: Rodney Smith had no trouble with the trail, set very fast grass track times and finished fourth in the 175 class.



Above: Danny Hamel was a member of the short-lived U.S. Junior Trophy team, and he proved that a desert rider can cut it in the east. He finished 10th in the 175 class.



# SECRET SIX DAYS

## ISDE, the race or the show?

score would consist of the combined times you spent in all the special tests, plus whatever route points you were unlucky to drop.

The only trouble with this, American style, is that the TTR gave everyone 160 miles of trail each day, and it is *boney* on the Zink Ranch. This was not a problem with the riders, though, because they were all warned in advance of what to expect. Our riders know; most of them absolutely hate riding there (favorite quote, from Steve Hatch: "It's like riding on bricks out there!"), and they told everyone else. The good Euro riders who were entered in the event sucked it in and said "Okay, let's have at it," and did very well indeed. The ones who didn't believe the rumors simply dropped out after a day or so, broken or beaten, and that was that.

### HOME COURT ADVANTAGE

The tough trail may have been a plan to make it to our riders' advantage, since our enduros are all tough trail and we're supposed to have the best trail riders in the world living here. See, in Europe, most of the Six Days are not much more than a dirt road ride between the special tests. I can remember Holland in '84, where it was not much more than a

pavement ride between sand motocross tracks! (In contrast to Holland a couple of years ago, where it was a mud quagmire between sand motocross tracks.) Our guys thrive on the tough trail, so the thinking was that if we get the Euros on our type of course, we'll slaughter 'em.

Well, if that was the intention, it didn't work. The good Euro riders simply knuckled down and stomped us anyhow, but we're getting ahead of ourselves here.

We started out the Six Days with a pretty good Trophy Team, the fastest riders we've had in some time. We had Randy Hawkins on a 125 Suzuki, Rodney Smith on a

250 Suzuki, Scott Summers on a Honda XR600, Jeff Russell on a 350 KTM LC4, Guy Cooper on a 250 Suzuki, and Ty Davis on a 250 Kawasaki. All of these guys, especially Cooper, Davis and Smith, were picked to really excel on the grass track special tests, where the ISDE is basically won or lost.

After watching them all start in the pre-dawn darkness on day one, we anxiously lined the edges of the morning grass track just to see what they could do. Hawkins would be the first American to go by, but first we would get a fair sampling of what the fast Europeans looked like. It was a little bit of a shock. The first really fast rider we saw was a guy by name of Maurizio Carminati, and he was flat-out flying. Carminati was a 125 rider on the Italian World Trophy team, and he simply was not shutting off at all for the corners.



Above: Kari Tiainen won the 1300cc class overall every day, and set some grass track times to shame the two-stroke riders.



Ty Davis finished the week as top American scorer, and was a favorite at the grass tracks. Giovanni Sala (#240) stayed as close to Peterhansel's pace as he could, and took second 175.





It was a sobering sight. Here was a guy in a foreign country, who had never even seen the Zink Ranch before, never ridden on this track, and only walked it a couple of times in the days preceding, and here he was going around it like a top fuel dragster. Next we saw Paul Edmondston, the British ex-world champion, and although he was a notch or so off Carminati's pace, he was also scorching the course. Finally Hawkins came by, and he was raging, but you could tell he was just a few ticks off Carminati's pace. And if Hawkins wasn't the absolutely fastest rider we've seen yet, who was comfortable with the course, very familiar with it, and in his own country...well, we were in trouble. Already.

Hawkins did set second fastest overall time for that test the first morning, but Carminati aced it. And, while Hawkins finished a respectable sixth in class that first day, Carminati won the 125 class and also won the overall for day one! Here was

Italy's 125cc (KTM) entry for the Trophy team, and he was leading the event at the end of day one!

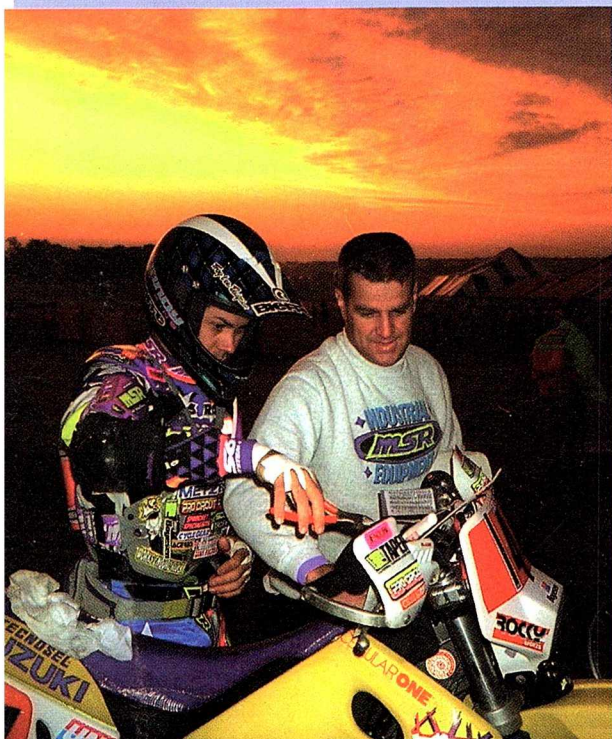
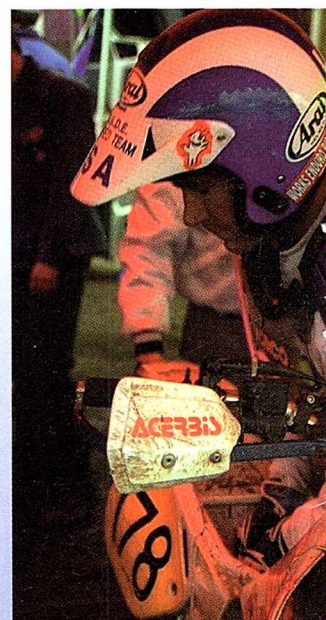
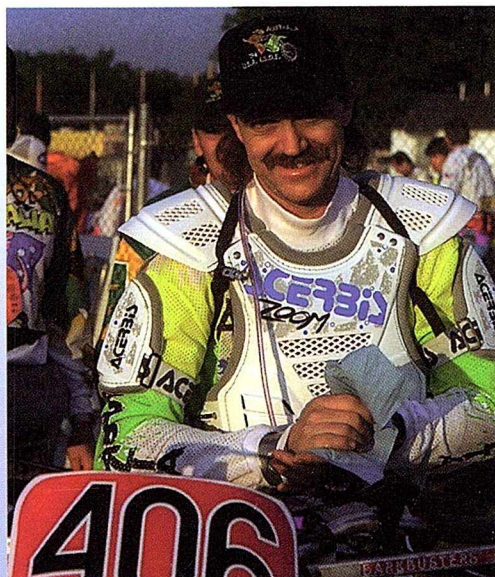
After Hawkins and the 125 riders went past we got to see the bigger bikes and "faster" guys (and girls—there were three women in the event: Katrina Price of Great Britain, and Lisa Gibson and Carol Williams of the USA). Stephane Peterhansel of France was one of the next riders, and he was simply uncanny. He would ignore all of the berms on the course; he had a line picked out through every turn, and no matter how the berms were built up he'd blast right through on his line, shredding berms the whole way. He also wasn't spinning his rear tire excessively, he was simply powering through the track smoothly and effectively.

Peterhansel won his class that day, and on day two got comfortable and spent the rest of the week winning the overall event. His grass track times kept getting smoother and faster, and never once did I see him use anyone else's berm. Funny,

he didn't do anything in the Nevada Rally this year, but we could all plainly see why he is a multiple-time World Enduro Champion and overall winner of the Six Days. The man is unreal to watch.

Behind Peterhansel came all the other fast guys, and sadly most of them were Italian. Tullio Pellegrielli rides a 250 KTM for the Italian Trophy Team, and he too did a fair job of shredding the special tests. His teammate Giovanni Sala is the current 250cc World Champion, and he finished the first day second overall. Arnaldo Nicoli and Mario Rinaldi are both in the 350cc four-stroke class, and they finished the day one-two. Odd man out on the team was Fabio Farioli, who struggled a little on the first day and finished sixth in the over-600cc four-stroke class. He sucked it up on day two and averaged second in his class the rest of the week.

And this was who we were up against?



Clockwise, from below: Searching for cheaters in the woods was a popular pastime. Dale Stegal and Randy Hawkins give the bike one last check at dawn on day 1. Scott Summers set some excellent times, before falling and breaking his hand. Australian Geoff Ballard rode on the Aussie Trophy team (he once rode on ours). Drew Smith chnages an air filter in his 16th ISDE. Kevin Hines rode for his own factory team, the CRE/Works Enduro Rider team, which finished seventh.





Yes, and that was only the Italians! The Swedish team is always laced with killers, and they had Sven Erik Jonsson, multi-time world champion, and Anders Eriksson, who flung a 350cc Husky around like it was a toy; as well as four other extremely strong riders on their team. Then there were the Czechs, the Finns, the Germans...to say that it was a competitive event was seriously understating the case.

To their defense, our boys looked good. Ty Davis cut a mean grass track. Guy Cooper and Rodney Smith also hauled buns. We've all seen Scott Summers rip up a hare scrambles track, and even Jeff Russell, who hasn't been having his best year in the National Enduro series, looked tough as nails and was setting some good times. Trouble was, none of our guys were fast enough to win their class on any given day; the closest they could come was third. The people who were beating them just happened to be

on somebody else's Trophy team. End of story.

### JUNIOR TEAM TROUBLES

Our Junior Trophy team was a strong group of riders who were very, very much in contention, if it wasn't for one little problem on the first day. The team was Chris Smith, on a 125 CRE, Vincent Davis on a 280cc Honda four-stroke (350cc class), Brian Garrahan on a 250 Honda, and Danny Hamel on a 250 Kawasaki. The problem was a slow-speed fall by Garrahan before he even got to the first test on day one. He stuck his hand out to catch the fall and came back up with bones pointed all funny. End of story for the Junior Trophy team.

The really sad thing—and we don't mention this to make Brian feel bad, his misfortune was just the luck of the draw—is what you find when you add up the scores of the rest of the team on the first day. To understand how this works, you have to understand evaluation points or team points. Evaluation points are what you

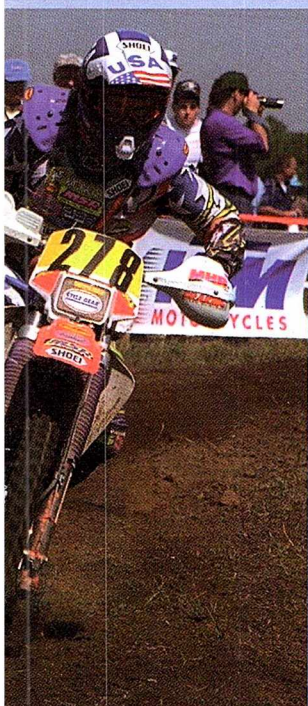
wind up with when you take the time difference between yourself and the person who won your class (there are only four classes in ISDE—this year—125cc, 175cc and up, 350 four-stroke and 1300cc four-stroke). The winner of the class, no matter what his actual points score for the day, gets zero evaluation points. If you finished with a total of 1,444 points for the day and the class winner had 1,441 points, then you would receive 3.0 evaluation points. This is the basis for all the team scoring; your evaluation point total for the week determines your team's score.

So at the end of day one, the three remaining Junior Trophy team guys had good enough points to put an intact team in third or so, where they would have been in a good position for the rest of the week, but it's all discussion for fun anyhow, because with Brian wrapped in plaster they were out of it. Too bad.

Italy spent the first three days winning the

just happened to be

Clockwise, from right: Dick Burleson demonstrates how rocky the terrain is, but he still knows how to boogie. Work period in the American pits--our riders were changing a foam-tubed tire in four minutes. Senior rider and ISDE hero Ron Ribolzi was plucked out of the river by a giant tarantula, according to his version of the story. World Champ Englishman Paul Edmondston started the week slowly, but then rode his Gas Gas to the 125 class win.





Junior Trophy as well, and then one of their riders broke his foot, putting them out of contention and moving the Swedes into the lead, where they stayed for the rest of the week. Australia got sucked up into the vacuum the Swedes left in second place, and were delirious with joy to win second after holding on all week. This is the highest an Australian team ever finished in the Six Days.

The Italians never lost their stranglehold on first place in the World Trophy competition. They received a major scare when Pelleginelli came off the bike on day four and landed hard enough to dislocate and separate his shoulder, but he made it in the end of that day, had the doctors tape him up and continued to ride the rest of the week. His special test times only suffered by 15 or 20 seconds, and that wasn't enough to eat up the cushion the Italians had over the Swedes.

Our Trophy team had its share of troubles. On the second day Jeff Russell lost his ignition in the middle of a terrain test, only to have the bike finally start when the engine cooled down. He lost a ton of extra time in the test, and lost time at a check following it, but managed to limp into a

check and change the ignition without going out of the event. The mishap whacked the team down to seventh in the standings, but other teams were having so much trouble with the rocks, dust, heat, and by day three cold and rain, that we jumped back up to fourth on day three. They were ready to go all or nothing on day four, when disaster struck.

We were watching the last grass track of the day. Scott Summers was wailing around, and we were getting ready to head back down to the pits. All of a sudden Scott lays it down on the grass track, but jumps right back up and zooms to the finish. He didn't really lose much time, but you could tell he was annoyed. As he got his fanny pack back on, the guy helping him said "It's okay, you had a good time, don't worry." And Scott roared off across the field—not three miles from the finish—moved over to miss some whoopedoes and instead hit a rock and planted himself, breaking two bones in his hand. "Maybe I was mad about the test, maybe I wasn't paying attention, but that's what happened. All of a sudden I was over the bars and my hand was screwed up." He never got it down to impound, instead he came off the course

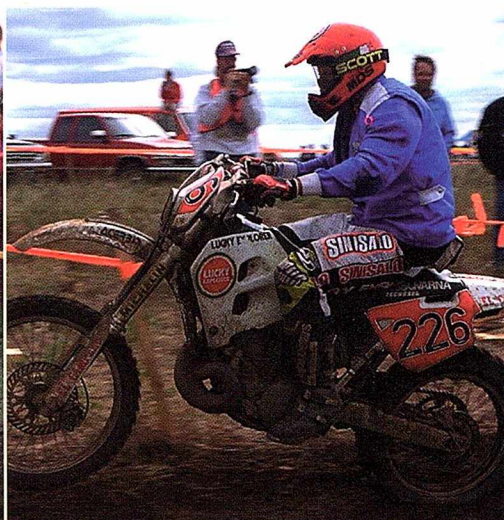
feet first with Fred Bramblett riding his bike, and that was the end of that.

It's funny, up until this point on day four the cheating hysteria was coming to a head. I was told in no uncertain terms by a woman spectator that the Italians had chase riders out on the course with "whole engines in their backpacks." Anybody on a bike with an orange bib (for officials or press) who looked suspicious was being stopped and harassed, and there was even talk about sending our chase riders out on the course to get their chase riders. The whole thing was ridiculous, but once Scott broke his hand the whole panic blew over. I was talking to one of "our" chase riders out on the course, who was incidentally carrying a heavy backpack full of Kawasaki parts at the time, and he said "They (the team managers) were going to send me out to keep an eye on Pelleginelli tomorrow, but what's the use? With Scott out of it there's no point; the Italians might as well win now."

Like they weren't winning all week. Like they weren't simply riding the wheels off of our guys, right from the beginning. If nothing else, the Tulsa Six Days has proven one thing: That we have no excuse, the top European riders are simply better than us, our terrain or theirs. I was talking to one of the Italian team managers at the end of the week, and congratulated him for his team's victory, and he smiled and said "I am sorry your team did not do better, but unfortunately you didn't have someone make the event so your team could win." He said this with a wink and a nod towards the TTR's administration building. Well, we were supposed to win on the trail, but it didn't work out that way. Ironically, the TTR did put together an extremely fair event; there wasn't nearly the amount of cheating going on that they imagined. If there was, we might have done better!

## THE REST OF THE WORLD

With 553 riders signed up and entered, there was no lack of activity in the work area every day, and with 200 American entries we're not going to get to mention them all, so we apologize in advance. Wild stories were everywhere, considering the number of entries, but the most interesting was about ISDE veteran Ron Ribolzi, who was riding in pursuit of an unofficial Senior class win. Ron was doing great, until the fifth day, when he was chasing a slower rider on a trail high on a riverbank on a remote part of the course. According to witnesses, one minute he was past the rider and bouncing away on the



*Clockwise from top: How do you get a bike through customs after the race? Easy, reduce it to its lowest common denominator and put it in your luggage! All the Swedes rode like Ola Korsel, a Club Team rider—fast, smooth, and stylish. Tullio Pelleginelli wins the Tough Stud award for breaking his shoulder and still carrying the Italian team to the win. Ty Davis and Guy Cooper had an epic dice in the final MX.*



whoopedos, and the next second he simply disappeared.

Abducted by aliens? No, his bike got away from him in the rocks and bumps, and he flipped right over the edge into the river, which was apparently deep at that spot. Riders at the scene said here was Ribolzi, thrashing around in the water looking for his bike, which had sunk out of sight. He finally found it, dragged it out of the river

and pumped all the water out of it, and made it to the next check 35 minutes late but still in the running. He went from a high silver position and finished with a bronze, but at least he finished!

Everybody said to me "Where is Kevin Hines?" and the answer was that he was riding on a manufacturer's team, Team CRE/Works Enduro Rider, with Drew and Chris Smith. All three of them were riding

## A RIDER'S PERSPECTIVE

by Charlie Williams, Team Mooch

**T**he International Six Day Enduro was such a cool event. It wasn't as neat as it would have been in Europe but I felt it was a wonderful experience. It started off with 4 or 5 days of signing up and hanging around. We all know the best part of racing is the hanging around, talking about racing and how fast you are. Since most of the riders were strangers to me, I had become pretty fast by the time the race started.

That quickly changed as I had dropped to bronze medal status by the end of the first day. Could I have believed some of my own stories, and thought seriously about silver or even gold? Since I was already on bronze with little hope of catching up to the leader of my class, this changed my game plan from a time-keeping race to merely a survival run, with the only timekeeping question, "How long till I hour out?"

This left me a lot more time to hang out at the checkpoints and swing with my support team. I have the absolute funniest team in the world, Team Mooch. Nothing is taken seriously, not even the Six Day Enduro. We would laugh and eat sandwiches, converse in our own made-up foreign language. The Mexican team manager would walk over and offer me shots of tequila. I would have taken shots of cortisone or Novocain, but tequila had better be left to the drivers of the support trucks.

We kept tacos hot on the motor of the van, chips and salsa were fed to me at every check, Power Bars were "out," cookies and yogurt were "in," egg rolls with that spicy hot mustard...whew! "I've got to keep riding, you guys are going to make me sick if I stay here!"

Then tragedy struck. "Look! My seat cover's torn! I'm going to quit!"

"If you quit now we will stop babying you, and make you eat another Power Bar."

"Okay, I'll keep going."

And without my best friends as my support team, I would have never made it. When I would get done for the day they would help unbuckle my boots. My fingers were paralyzed and now a week later still do not work right. I'm typing this with a pencil held in my teeth. In the morning they would cook my breakfast and buckle my boots and point me in the direction of the parc ferme (French for muddy, sour smelling, refugee-camp-looking pit area). I would stagger up to a gate, the guard would say "You're late." I would ask "How long 'til I hour out?" He would just push me into the impound area where I would wander around in a daze looking for bike 672 or was it 627, or 267? I would push it out to the work area where bikes are being worked on at a feverish pace. I showed my torn seat cover to Mike Rosso, the KTM kingpin. He didn't think it would affect the bike's performance and said I should keep going. Is there not a sane person in the bunch?

Out on the trail I made up names for the other riders, like Stand Up Guy, his real name is Curt Dice. I'm not sure what planet he's from, but he was the perfect height for standing up on his bike, no stooping or bending, just perfect posture all day. Even at the checkpoints he was unflappable "No thank you, I'm not thirsty, hungry or tired. Nope, don't need gas or chain oil, I'm totally self sufficient; and you, sir, are a disgrace to the human race." I'm lying on the ground with one friend peeling back my lips and manipulating my jaw as another pours M&Ms in my mouth.

Then there was the Gas Gas Guy Guy, and the men from the Swedish Army. I didn't make up names for these Swedes, I called them Sir, or Supreme Beings. They would catch up with me on their booming four-stroke Husqvarnas, and I would look for a bush or rock to hide behind and beg for mercy. "Oh please sir, spare my miserable life." I have been passed by every rider in the United States, and none of them intimidated me nearly as bad as the Swedish Army team.

And so it went like this for day after day after day, 10 hours a day, over 150 miles every day, then back to camp to sleep on the floor of an old truck, eat food out of cans, and not take showers. Now, the shower thing was to my advantage. If I had bathed it would have washed all the medicated ointment I had laboriously coated myself with. I need to invent a deodorant/body salve stick combo. Everything was rubbed raw, elbow guards ate elbows, chest protectors whittled away at my tender nipples, fanny pack belt chewed at my waist, the bike seat...oh how I hate that bike seat! But, the most incredible was the changes in my hands. They stopped working early in the race, but actually changed shape, becoming wider and more ape-shaped every day.

Enough about my ailments. Let me tell you about the really nice people I got to meet. There were several club members who went out of their way to remember my name and check on me daily. Then I got to meet Chuck Sun, ex-pro motocross guy. He was really cool, spoke to us like we were people and didn't have that bad attitude some of the famous riders get. Bill Baird, seven time National Enduro champion from the sixties remembered me from a brief meeting years ago, and was thoughtful enough to ask how my ride was going. I was so flattered.

Team Washington USA may have been the best organized club team. They had three girls riding, two which finished, one with stitches in her elbow. I was very impressed and proud of this team. I'm embarrassed to say this, but the United States looked the least together as a team. We looked like 200 one man teams with similar helmets, and at the trophy presentation, where teams from all over the world marched proudly carrying the flags of their country, there were only a handful of US riders and none of the top team guys.

Hmmm. Well, we can kick their butts in basketball.

I will close now and hope my hands heal enough that when my bronze medal comes in the mail from Geneva, Switzerland, I can open it without help; but without the help I wouldn't be opening it at all, so I'll call my buddies and we will open it together, in no matching uniforms of course. □

Professional Offroad Suspension

1-800-MOOSE IT

Cruelty free • No animals are used in testing our products, except Steve Hatch, Jeff Russell, Kelby Pepper, Tommy Norton, and about a thousand other guys you race against every weekend.

Moose Racing • 3911 Norwood Dr. #G • Littleton CO 80135 • Fax 303 791-0230 • Tech line 303 791-3104



CREs, and their scores were high enough to net them seventh overall Manufacturer's team (KTM Farioli Italy won it, of course). Steve Hatch was also riding on a club team, rather than the Trophy or Junior Trophy, and Hatch and Hines rode on adjacent minutes, and met up in every checkpoint and chased each other through all the tests. They may be rivals on the national enduro scene, but at the Six Days they worked together and seemed to be having fun...if you can call that fun!

One name that became very familiar to everyone at the ISDE was that of Kari Tiainen, the reigning world champion in the over-600cc class. He spent the week horsing around a 610cc Husky four-stroke like it was an 80cc machine, occasionally setting the fastest overall time at a grass track or special test. Along the way he persisted in winning the 1300cc class overall, every day, much to the chagrin of Fabio Farioli, who was also trying to win that class for the Italian Trophy Team. The battle between these two riders reached such a climax, that at the final motocross Tiainen and Farioli set the fastest overall race time (by five seconds, over Ty Davis). Both at the final motocross and the daily grass tracks, Tiainen was a treat to watch. If a big four-stroke is ever going to win the ISDE overall, Tiainen is the guy who's going to be riding it.

Ty Davis and Guy Cooper did salvage American pride at the final motocross by taking command in the final motocross and beating Peterhansel. Cooper and Davis roosted out in front and took command of the race, throwing roost 30 feet in the air and generally pleasing the crowd to no end.

## THE CHEATING THING

ISDE rules are relatively restricted, which always has precipitated a certain amount of cheating. For example, there are marked parts on your bike that you must finish the week with—in a place like the Zink Ranch, the fact that the hubs are marked is a real issue (bust your wheel and you either try to repair it, ride on it, or DNF). However, the most restrictive rule, and the one most often broken is the rule that says you can't receive parts while you're out on the course.

What happens, for example, if you break a chain while between checks? In a perfect world, you would be carrying enough tools and spare parts to repair the damage and continue. In the actual world, ISDE riders want to travel as light as they possibly can. They aren't going to be carrying a new chain with them. Back in the good old days, that was the job of the chase rider, a person who rode the course with a backpack full of parts to service his team's bikes. If anything happened to the Trophy or Junior Trophy team riders, the chase rider would do what he had to do to make things right, even giving up his whole bike, if need be.

This was all against the rules, of course, but it was semi-officially tolerated. The trick was for the chase rider to do his dirty work while hiding from course marshals who also patrolled the trail, looking for chase riders. It was like a game of cops and robbers happening at the same time as the actual ISDE competition. In more recent years, the whole chase rider thing has been controlled more effectively, and in Tulsa the TTR let it be known from the beginning that no amount of chase riding was going to be tolerated.

Well, this led to some interesting gambits, because although the TTR wouldn't tolerate it, they certainly couldn't stop it. By the middle of the week, the rumors were running rampant that the Italians were cheating as hard as they could, to keep their leading team out in front. They probably did have chase riders, because at the very least, if you really ride as a team, when the Trophy team is leading every other rider from your country becomes a chase rider. All other riders from that country—all legitimately entered—are now carrying parts and kept informed on where the team is and how they are doing. In addition, every team has the ability, somehow, to get a mechanic out on the course just in case. The Italians do it, but so do the Swedes, the Dutch, the Aussies—it's just the way the game is played.

And guess what? We do it too. When I arrived at the ISDE site, on my first trip through the work area one of the American team mechanics pulled me aside and said "Just to keep you from getting a nasty surprise, I want you to know my press pass says 'Trail Rider' on it."

Press pass? What was he doing with a press pass? He gave me a "duh!" look and told me it didn't take much imagination to figure it out. My only other question was how he got it, since I had to register and show I.D. to get mine. "Oh, they gave it to us when we got here. Got it out of a team manager's briefcase." Apparently, all of our chase riders were set up with press passes with all the popular American magazines' names on them. I saw these guys regularly out on the course, all week, all struggling with backpacks full of parts, just in case.

So the point is, the TTR's zeal towards keeping "cheaters" out of the ISDE was admirable, but a little silly. If we can't even keep our own side honest, what's the point of chasing after everyone else?

And in the end, the other teams just out-rode us anyhow, didn't they?

## TOWN & COUNTRY CYCLE CENTER



Husqvarna

GAS GAS



### NORTH JERSEY'S #1 OFF-ROAD SHOP

CONGRATULATIONS TO  
STEVE CHAPKOVICH (SILVER) AND  
ERIC KOELLER (BRONZE) AT THE  
TULSA ISDE!

100 MAIN STREET  
SUSSEX, NJ 07461

**201-875-2111**

FAX 201-875-8968

UPS • VISA • M/C • AMEX • DISCOVER



Cylinders bored while you wait

Your One-Stop Shop for 1995 Honda & Suzuki

WE SPEAK OFF-ROAD!

Call for great prices on non-current machines  
while they last!

EXTRA LARGE PARTS INVENTORY  
UPS SHIPPING DAILY



**HONDA**

**SUZUKI**

Financing Available for Used and New!

Route 28, Jct of 106  
W. Bridgewater Center, MA  
(508) 587-1701



9-9, Mon-Fri  
9-6 Sat



## THE TROUBLE WITH TULSA

**T**he trouble with the Tulsa ISDE was centered on the widely held belief that enduro is not a spectator sport. We heard rumors while there that the club had voted to not allow spectators on the ranch at all, from the very beginning, just to avoid the hassle. Even if they'd done so, they would still have had the problems that so annoyed the visitors to the ranch.

Take, for example, the support crews, relatives, friends and helpers that come along with each nation's teams. They are basically working spectators, and you have to provide for them in some way or another. One of the biggest complaints we heard was that the week before the race started—the week that everyone is setting up in the work area, getting their bikes together, getting organized—there were no food vendors on the ranch property at all. "You couldn't get breakfast, you couldn't even get a cup of coffee in the morning, no food all day," said Mike Gillespie of Mike's Cycle Supply, who rented a vendor's both adjacent to the spectator parking area. "It was pretty bleak. The closest place to go was a mini-mart five miles down the road." Once the food vendors finally arrived people were disappointed with the choices, and at the same time the vendors were disappointed with the lack of business.

The European vendors were complaining about the same thing, and more. They were hit with a demand for proof of insurance at the event, or pack up and leave, which frankly flabbergasted them. This kind of insurance is largely an American phenomenon, and the Euros saw it as nothing much more than extortion, seeing that they already had to pay for a space that would be free at a European event. When the county tax collector came around, informing everyone that they had to pay state sales tax on everything they sold, well, you know what hit the fan.

The saddest treatment fell to the spectators. On the first day of the race they were bussed up to the grass tracks as promised, and really could go just about anywhere they wanted, other than out on the course. This wasn't hardly enough for the average enduro spectator, so the grumbling began. Then, lawyers, insurance agents, or other higher-ups with the Zink organization were horrified at the potential liability of spectators around such wild motorcyclists, and on the second day it was declared that spectators wouldn't be allowed on the ranch at all, except in the pits, where there was nothing to see most of the day. Pre-race promotion of the event had also promised large-screen video of the event in the huge hospitality tents, but because of a spitting match between the promoter (not the TTR) and the video company, this didn't materialize until the third or fourth day. Even then, it was nothing more than cold video tapes taken earlier in the day, with no narration, on a projection TV in a too-bright tent. It was actually a very sad thing to witness. There was also no central public address system working, where you would normally hear narration from the active grass track at the time. Basically, once the riders left in the morning, spectators had no idea what was going on, and the lack of a leader board or posted scores ensured that they had no idea who was winning. Finally, throughout all this, they continued to sell admission tickets to spectators, even though there was nothing to see.

By Thursday they had chased most of the spectators away for good, even though they were by then allowed up to the grass tracks again, this time penned up in hastily-constructed stockades offering a view of about five percent of the race course. One ill-supplied food vendor worked the grass tracks, and he usually ran out of food shortly after noon.

It was a mess, and an embarrassment in front of our overseas friends. The really sad part is that the TTR had representatives attend the last four ISDEs overseas, to gather information. Armed with all this experience, and with four years to plan for it, why couldn't all these relatively simple problems be anticipated and dealt with in advance? □

Davis wound up finishing third in the 175+ class, behind Peterhansel and Giovanni Sala, and Rodney Smith finished fourth, making them the two highest American finishers. Cooper was eighth in the 175 class, and Danny Hamel was tenth.

Trophy rider Hawkins was the top finisher in the 125cc class, finishing eighth, with Larry Roeseler right behind him by only 14 seconds. Jersey boys Chris Smith and Fred Hoess brought glory to the Garden State, by finishing 11th and 12th in the 125 class. Drew Smith also got a gold medal in the 125 class, finishing 29th in his 16th Six Days, which is more ISDE competition than anyone else in this country can brag about.

The 350 Four Stroke class was won by Arnaldo Nicoli and seconded by Mario Rinaldi, both of the Italian Trophy Team. Third place Anders Eriksson of Sweden was a crowd favorite, wailing his 350 Husaberg around like a demented 125 rider, and fourth was another Swede, Svenerik Jonsson, long famous for years and years of successful ISDE competition on the Husky team. The 350 thumper class wasn't the best for Americans, but Jeff Fredette finished 16th in class aboard a modified KLX250, possibly the first time in 15 tries that he's ridden a four-stroke. Another aging American hero in the class was Dick



## FOR THE BEST IN OFF-ROAD RACING

### SCOTTS STEERING DAMPER



#### The Choice Of The Pros...

Larry Roeseler  
Danny Hamel  
Malcolm Smith  
Ted Hunnicutt  
Jimmy Lewis  
Tommy Norton  
Garth Sweetland  
Danny LaPorte  
Chuck Miller

Kevin Hines • Jeff Russell • Paul Krause • Marty Smith • David Rhodes • Mike Young • TEAM GREEN

...NEED WE SAY MORE?

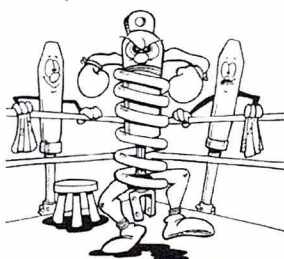
HIGH-TECH  
ENGINE  
TUNING  
AND  
BLUE  
PRINTING

COMPLETE  
MACHINE  
SHOP



### Is Your Suspension Knocking You Out Of The Competition?

If so, it's time to let SCOTTS help you become a contender again!



Feel like you're getting jabbed when landing off those big jumps? Are the whoops taking you to the mat for the ten count? If so, don't throw in the towel yet, just call the pros at SCOTTS.

Our fast friendly service is backed by 19 years of technical experience and a long list of proven champions.

*That's what makes us the best cornermen in the business!*

**SCOTTS**  
*Performance Products*

**818-248-BIKE**

2625 HONOLULU AVENUE • MONTROSE, CALIFORNIA 91020



**International Six Days Enduro**  
**Zink Ranch - Tulsa, Oklahoma**  
**September 20-25, 1994**

**Final Standings**

(Points shown for teams are evaluation points)

**World Trophy Team Standings**

1. Italy, 735.06 points
2. Sweden, 1496.36
3. Czech Republic, 3689.95
4. Germany, 4180.10
5. Finland, 4314.56
6. Australia, 4774.95
7. Portugal, 11926.50
8. Canada, 26202.26
9. United States, 47775.55  
Randy Hawkins, ranked 8th in class 1  
Rodney Smith, ranked 4th in class 2  
Scott Summers, DNF day four  
Guy Cooper, ranked 8th in class 2  
Jeff Russell, ranked 32nd in class 3  
Ty Davis, ranked 3rd in class 2
10. Holland, 77481.64

**Junior World Trophy Team Standings**

(four-rider teams, maximum age 23)

1. Sweden, 1895.76
2. Australia, 2330.40
3. Holland, 6128.06
4. Germany, 7020.75
5. Spain, 8996.6
6. Italy, 46302.48 (1 rider dropped out)
7. France, 61766.05 (1 rider dropped out)
8. Canada, 64625.89 (1 rider dropped out)
9. Mexico, 68586.93 (2 riders dropped out)
10. Czech Republic, 78286.62 (1 rider dropped out)
11. United States, 92026.68 (1 rider dropped out)  
Chris Smith, ranked 11th in class 1  
Vincent Davis, ranked 25th in class 3  
Danny Hamel, ranked 10th in class 2  
Brian Garrahan, (DNF day 1, broken wrist)

**Top 10 Club Teams**

(three-rider teams, 103 entered)

1. Slovakia Team II, 1061.32

2. Italia "A" (Italy), 1123.90
3. RFME Team (Spain), 1166.43
4. Slovakia Team I, 1494.55
5. Merced Dirt Riders (USA), 2607.33  
Scott McLaughlin, ranked 26th in class 1  
David Lykke, ranked 37th in class 1  
Eric DuCray, ranked 45th in class 2
6. SMI MK (Sweden), 2999.80
7. Honda Riders Team (USA), 3052.43  
Jeff Odom, ranked 42nd in class 1  
Dan Harte, ranked 12th in class 4  
Jason Dahners, ranked 60th in class 2
8. Vimmerby MS (Sweden), 3123.00
9. Trask Mountain MC (USA), 4315.58  
Curt Wilcox ranked 35th in class 3  
Paul Krause ranked 57th in class 2  
Donald Knapp ranked 163rd in class 2
10. Club Italia B (Italy), 4350.94

**Top 10 Manufacturer Teams**

(three-rider teams, 34 entered)

1. KTM Farioli (Italy), 256.30
2. Husqvarna I (International), 457.62
3. Husaberg I, (Sweden), 620.36
4. Suzuki (USA), 679.18  
Randy Hawkins  
Guy Cooper  
Rodney Smith
5. Kawasaki Team Green (USA), 714.43  
Larry Roeseler  
Ty Davis  
Danny Hamel
6. CTI-Kawasaki (Netherlands) 1428.65
7. Works Enduro Rider/CRE (USA), 1605.60  
Chris Smith  
Drew Smith, ranked 29th in class 1  
Kevin Hines, ranked 26th in class 2
8. Husqvarna Australia 1 (Australia), 2133.06
9. Husaberg 2 (Sweden), 3354.59
10. Husqvarna Engeli (Switzerland), 3758.93

**Class 1 (125cc)**

(Points shown for classes are total individual points)

1. Paul Edmondson (GB) Gas-Gas 7388.50

2. Maurizio Carminati (I) KTM 7456.61
3. Petteri Silvan (FIN) Hus 7467.69
4. Fausto Scovolo (I) TM 7502.61
5. Rickard Larsson (SWE) Suz 7593.99
6. Jan Hrehor (SLO) Suz 7595.05
7. Jeff Nilsson (SWE) Hon 7595.27
8. Randy Hawkins (USA) Suz 7614.89
9. Larry Roeseler (USA) Kaw 7660.96
10. Ady Smith (GB) Suz 7687.39

**Class 2 (175+cc)**

1. Stephane Peterhansel (FRA) Yam 7312.52
2. Giovanni Sala (I) KTM 7381.98
3. Ty Davis (USA) Kaw 7397.38
4. Rodney Smith (USA) Suz 7482.03
5. Giuseppe Gallino (I) Hon 7499.84
6. Alain Olivier (FRA) Kaw 7500.19
7. Eric Bernard (FRA) Yam 7501.19
8. Guy Cooper (USA) Suz 7536.29
9. Joachim Hendendahl (SWE) Suz 7560.26
10. Danny Hamel (USA) Kaw 7610.14

**Class 3 (350cc Four-Stroke)**

1. Arnaldo Nicoli (I) Hus 7462.58
2. Mario Rinaldi (I) KTM 7480.56
3. Anders Eriksson (SWE) Hbg 7483.85
4. Svererik Jonsson (SWE) Hus 7539.37
5. Bjorne Carlsson (SWE) Hbg 7789.54
6. Otakar Kotrba (SLO) Hus 7855.40
7. John Deacon (GB) KTM 7884.91
8. Corne Van Oorschot (N) Kaw 7899.50
9. Alfons Hoevers (N) Hus 8014.02
10. Shawn Reed (AUS) Yam 8043.71

**Class 4 (1300cc Four-Stroke)**

1. Kari Tiainen (FIN) Hus 7381.06
2. Fabio Farioli (I) KTM 7509.66
3. Peter Jansson (SWE) Hbg 7602.33
4. Jaroslav Katrinak (SLO) Hus 7653.23
5. Dirk von Zitzewitz (G) KTM 7710.94
6. Laurent Charbonnel (FRA) Hbg 7808.74
7. Oscar Gallardo (SP) Hus 7829.77
8. Martin Kremel (SLO) Hus 7866.79
9. Jean Paul Charles (FRA) Hbg 7874.51
10. Geoff Ballard (AUS) Hon 8035.99

Burleson, finishing 18th, on a Kawasaki modified by Thumper Racing. No matter what happened during the day, you could always count on seeing Dick go by; head way out over the handlebars, chewing his gum, bouncing around through the rocks like he could do it every day for the rest of his life. And he probably could!

Kari Tiainen won the 1300cc class, as we said previously, and although this class doesn't enjoy a whole lot of American participation, there were a lot of interesting riders in it. Second was Fabio Farioli, who was battling all week with Tiainen, but Farioli actually wound up well behind Tiainen, by ISDE standards, with a 128 second disadvantage. Also notable in the class was Laurent Charbonnel, of the French Trophy Team, who made his mark by carding a perfect score in the 350 Four-Stroke class in West Germany in 1989. Tenth in the class was our old friend Geoff Ballard,

riding for the Australian Trophy Team. Geoff spent a couple of seasons riding in America, and even competed on the American Trophy Team one year, and was happy to be back visiting.

Dan Harte, from Washington state, was the top finishing American in the big four-stroke class, finishing 12th on a Honda, and Greg Surdyke of Missouri finished 14th in that class on a Husaberg.

I'm certain that we could fill up a book with all the stories people have to tell about their race adventures, but there isn't nearly enough room here (if you want space to see a few pictures!) so we're not going to try. Statistics: There were 555 total entries/starters for the event. Out of that, 220 did not finish the event. There were 98 gold medals awarded, 138 silver medals, and 99 bronze medals. 198 American riders either qualified or bought an entry to the event, and out of that 94 riders didn't

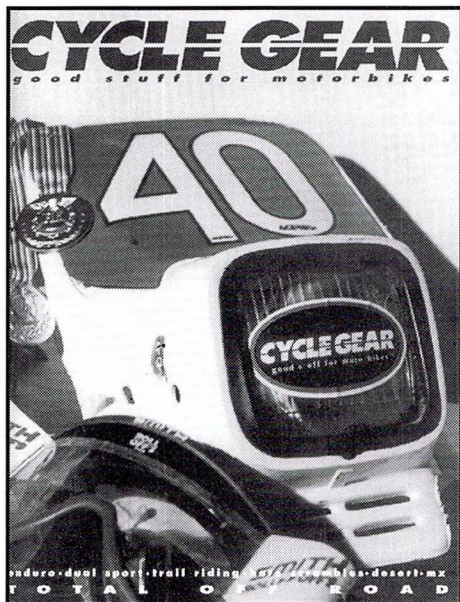
finish, 14 received gold medals, 48 received silver medals, and 42 took home bronze medals.

What can we say? It turned out to be a great race in the middle of a promotional disaster. If you went there as a spectator, you really didn't get your money's worth out of the trip. If you were working, as a support person or on the staff, or even as a press person (and there sure were a lot of you....) you more than likely had a good time, and many of the workers I talked to were having the time of their life. No matter how you felt you made out personally, it was certainly a rare treat to get all of the best enduro riders in the world together over here, and watch them in action. I feel fortunate to have been there, and thank the Tulsa Trail Riders for all their work in getting this event together. The only problem is, I just don't think the U.S. will see the ISDE again for quite a long time. □

<p><b>• A&amp;A ICE TRACKER TIRE</b></p>  <p>A Carlisle copy by KENDA with 1990's technology. Available in 400 x 18" and 400 x 19" sizes. Improved compound, better screw retention, and tested tough. Uses up to a 5/8" screw.</p> 	<p><b>ALSO:</b></p> <ul style="list-style-type: none"> <li>• ORIGINAL GOLD ICE SCREWS</li> <li>• KOLD KUTTER ICE SCREWS</li> </ul> <p>Available in packs of 250 &amp; 1000</p> <p><b>UPS DAILY</b>  <b>OHIO WAREHOUSE</b>  <b>VISA M/C ACCEPTED</b>  <b>SPECIAL RACER PRICES</b>  <b>DEALER ORDERS WELCOME</b>  <b>7 AM-5PM Pacific Time (M-F)</b></p> <p><b>800-551-7755</b></p>	<p><b>• A&amp;A ICE TIRE LINER</b></p>  <p>Ice tire liner made in USA for 18 and 19 inch Kenda Ice Tires and Carlisle 400 x 19" tires. One piece molded extrusion to fit inside of tires. Allows for 1 inch screws to be used. Can also be cut to fit other brands of tires.</p>
--	---	---



# Total Off-Road



We just **built** the **ultimate Off-Road enthusiast store** - it only looks like a **catalog**.

## Off-Road Experts

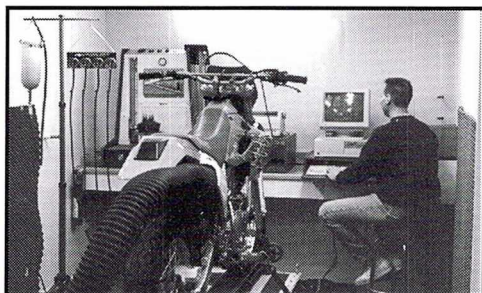
All of us **Race. A Lot.** When you call us with a question **chances** are we've been there - so you'll get the answer you need to get the **right stuff** the **first time**.

## Value

At Cycle Gear quality always costs less - it's what we do. Our exclusive **BEST PRICE GUARANTEE** is just icing on the cookie. Oh yeah, **everything** we sell comes with a **100% satisfaction guarantee**.

## Latest Stuff

Over a hundred pages crammed with tons of **Off-Road accessories** - everything from pipes to goggles. Did we mention tires? If it's **Off-Road** we've got it!



Our R&D staff is at it 24 hours a day to bring you the trickiest stuff on the planet.

**Involved**  
Over the years **Cycle Gear** supported **riders** have walked off with **tons** of awards, like **two National Championships**, a truckload of **ISDE** golds and **more local titles** than is **polite to mention!**

Who else but Cycle Gear could bring the Total Off-Road store right to your door?



# 1-800-CYCLE GEAR

Cycle Gear 303 43rd. Street, Richmond, CA 94805 1-800-292-5343



# Twist It!

DeVol's adjustable power valve and other goodies for the WR250Z

by Hank Stankiewicz

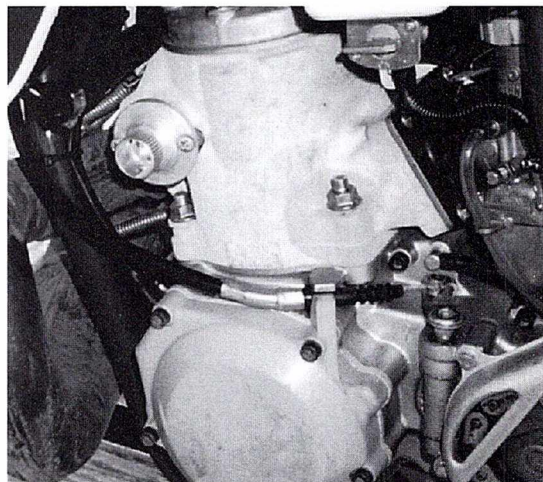
**G**reat! Terrific! Wonderful! Unbelievable! Super! What else can I say about such a simple, easy to install device? Ted DeVol has done it once again with his new power valve adjuster for the 250cc Yamahas. Ted is a very resourceful, innovative kind of guy who takes pride in his work and is interested in all forms of riding (he also lives near Seattle, the espresso capitol of the world). He's always coming up with new ways to make your riding easier.

A few issues back, you may have read the report on the '94 "YZWR" by the Trail Rider staff. They installed the power valve adjuster and DeVol's rear suspension link and went out testing. What they reported was very much on-target for how the newest WR worked on the east coast. I've been racing one in ECEA and NETRA events since February, and have done extensive testing of the machine in the sand of South Jersey as well as the rocks of New England and Pennsylvania. The bike changes from "great" to "awesome" after some minor

alterations are made. Like all racers, I'd also suggest getting the suspension re-valved, depending on you riding focus.

I installed the power valve adjuster on my '94 YZ250WR and was amazed with the results. For those of you who have a YZ or WR and use it for enduros, you would do well to buy one and put it on your bike. Now, power valve adjusting is nothing new. Suzuki has had it for years on their RMX, and it worked well. Moose Racing started out with a set of adjusting springs for older Honda CRs. The difference is in instant adjustability; with the DeVol adjuster installed, you can literally reach down and twist a new powerband, easy as that.

The important difference between the YZWR and the RMX is the available power output. While the RMX makes good enduro power, as reported by Dirt Rider and Dirt Bike magazines, the YZ is reported to be a hand-



*Turn that knob to the left, and the power delivery is abrupt. To the right, it's smooth. Simple as pie.*

ed by Dirt Rider. I beg to differ with the testers at both of those magazines. The



**MOREL'S HUSQVARNA**  
822 E. WASHINGTON STREET  
NORTH ATTLEBORO  
MASSACHUSETTS 02760  
(508)695-2061

OPEN 9—6 DAILY  
SATURDAY 9—4  
CLOSED SUNDAY  
AND MONDAY

**MERRY CHRISTMAS  
FROM JOE, ELAINE,  
DONNA AND BUTCH**

**THANKS TO ALL OUR CUSTOMERS  
FOR MAKING OUR BUSINESS SUCH A  
PLEASURE IN 1994!**

**GREAT CHRISTMAS GIFT!!!!**

## VIDEOS

**BEEHIVE**  
Aug. 28, 1994

Over 500 riders in this famous South Jersey event!! Tight woods and lots of mud made this event one to remember!

**SUPER HOT Soundtrack**

**GREEN MARBLE**

Maryland's classic 100 mile race through sand, woods and water!! You won't be disappointed!!

June 5, 1994

Either video \$24.95 + 3.00 S&H or both videos for \$45.00 + 3.00 S&H

Send check or money order to:

Eastern Video Productions  
P.O. Box 262

Penndel, PA 19047

**VISA/MC (ONLY) CALL**

**1/800/691-0222**





*We've been having fun on the staff YZ, fitted with the same adjuster. With it, you can adapt the bike to work in any terrain.*

YZ250WR has a beautiful motor; a little spirited, but nice. Yes, the YZ is expensive to start with, but there is magic in that motor and chassis.

In addition to the power valve adjuster, I also feel that the YZWR needs a flywheel weight (perhaps it doesn't need it with the adjuster installed, but both of our bikes are already "weighted"). I use a Steahly flywheel weight, and the TR bike has a Moose weld-on weight. Both are working flawlessly. I also highly recommend the DeVol rear shock link and non-slip seat cover. You need the seat cover to keep you on the bike, because with the link, the power valve adjuster, and the flywheel this bike is super-tractable, translating into solid forward motion.

How does it work, and how hard is it to install? Can I install it even with four thumbs? It's easy and yes, you can install it as long as you have a drill and an Allen wrench to fit the power valve cover. All you do is remove the power valve cover on the left side of the engine, drill one .046 diameter hole in a boss inside the cylinder casting, and then install Ted's device. The end of the spring in the adjuster fits into the hole you just drilled, the other attaches to the knurled, moveable knob. You're in business.

The beauty is in the adjustability. If you leave the knob where it is, chances are you'll not notice any difference in the way the engine performs. However, imagine this: you are going from a sand South Jersey run to a slimy, rocky Pennsylvania or New England ride. Turn the adjuster knob 90 degrees clockwise (tensioning the spring) and go racing. All of a sudden, your "lightswitch" powerband has been transformed to an absolutely seamless flow of power from the bottom, with no nasty "hit" along the way. Perfect for the rocks!

Where the original setting let the power valve snap open right off the bottom, giving you a real "kick in the pants," the new additional spring tension keeps the power valve from opening quickly and makes the response so smooth. It really is noticeable from the first time you ride it. If the power is too soft, turn the knob back, giving the engine more snap. The upper limit is about 120 degrees of rotation from zero. Any more tension than that and the power valve never opens. You don't have to rejet, you don't have to tune. What could be simpler?

You will need to part with about \$69 and return your old power valve cover for a core charge, but that's it. A great product!

Initially, with the engine cold, we thought that the knob could only be turned with a pair of pliers. However, once the engine is hot the knob can just be turned with a gloved hand. You have to get a good grip on it, but you wouldn't want it to turn too easily.

By the way, the DeVol Link really does work, and is another one of the best things you can do for the

YZ. What it does is raise the rear end slightly and change the linkage ratio of the rear suspension. The initial rate is stiffer than stock so it holds up the rear end, but it also allows for a smoother transition to the rest of the travel, and gets rid of that "wall" you hit in the middle of the stroke. It gives the bike a very plush feeling for rocks and roots, while retaining the bottoming resistance you need for G-outs and jumps. The bike steers better as well. Good stuff.

It all sounds like a DeVol ad, but all these things add up to make the YZ a real sweetheart. How does Ted figure this all out? Easy, he races a YZ too! See your dealer about ordering DeVol products, or call the company at 1-800-DEVOL-99. Tell them we were raving about it in Trail Rider! □

**1994**  
**TEAM SUZUKI SPORTS**  
 EQUIPPED WITH  
**GALFER**  
 PERFORMANCE BRAKES

**Competition tested and proven by TEAM SUZUKI SPORTS' and 1993 World Supercross Champion Guy Cooper.**

**Specify semi-metallic carbon fiber compound 1052 for outstanding stopping power and versatility. Excellent control in all conditions: wet, dry, or mud. Retail price \$17-\$28, per caliper.**

COPYRIGHT Dirt Rider Magazine  
 Photo by Mark Kariya

**Dealers contact:**  
**CYCLE TECH**  
 1-800-255-2035 Baltimore, Maryland  
 Imported by Giocar America Corp.



# Hoot Owl Hare Scrambles

Turtle trap at a Team Mirage-sponsored event!

by Cindy Lemere, photos by Jay Chittenden

W. Gloucester, RI 9/4

**T**oday marked the birth of the Hoot Owl Hare Scrambles, which was almost aborted before it had a chance to begin. Friday night the Law family was served papers by neighboring abutters that the event was to be canceled. Trail boss Ken Law and his comrades were not to be out done. Saturday they contacted a lawyer who tracked down a judge who reversed the decision. And so the Hoot Owl was off to a rocky start, which fit with the course condition anyway.

The day of the event saw perfect weather conditions for such a lengthy event-plenty of sunshine with the beginnings of autumn in the air. The 6.5 mile course didn't fair as well though. There were no stoppers, like at the Mohawk, but it was an extremely technical trail. Using your head and maintaining a steady pace was the trick to staying upright. The course was flat with tight switchbacks cut through thickly compacted groves of saplings/underbrush, and a few mudholes that had solid bottoms to them. There were a few minor field sections also, but don't expect to go bonzailing wide open as the grass and brush hid numerous jutting rocks and small stumps. Traction was at a minus also as large sections of the trail were rather slick.

The drop of the flag saw Kris Mooney of Ronnie's Cycle snatch up the holeshot and lead the pack for a scant 5-10 seconds, as Tommy Norton powered by on his KX200 to take his usual lead position with Phelps following. Phelps and Norton were soon out-distancing the rest of the class and waging a back and forth battle. Said Phelps, "I think he (Norton) was just screwing with me for a long time. I crashed and he pulled away from me. I was surprised when I caught back up to him (like he was waiting for me)."

"Scotty and I traded mistakes. The first lap I fell down, he fell down, and so on. We were just so close that somebody made a mistake, you passed him. We had a really good battle all day. I finally put some time on him on the sixth lap, maybe 30 seconds," said Norton.

But it was the fatal final lap that decided it all. Norton had decided to really wick it up for the finale, but the Hoot Owl track proved to be just a bit too tricky for even the wily Turtle. As Norton entered upon the long corridor of shaved off saplings, his front end had a fallout with one of the many invisible rocks. Norton concludes the story best: "It took the handlebars out of my hands and the bike headed for a big ole oak tree, so I did the old bail and jumped off. The landing wasn't bad, it was the flip afterwards. I landed right on my tool belt on my back. I can thank my Craftsman screwdriver for the big divot in my hip. Man, did that hurt. I just sat there right in the middle of the trail. I was all confused, I didn't know what direction I was pointing in."

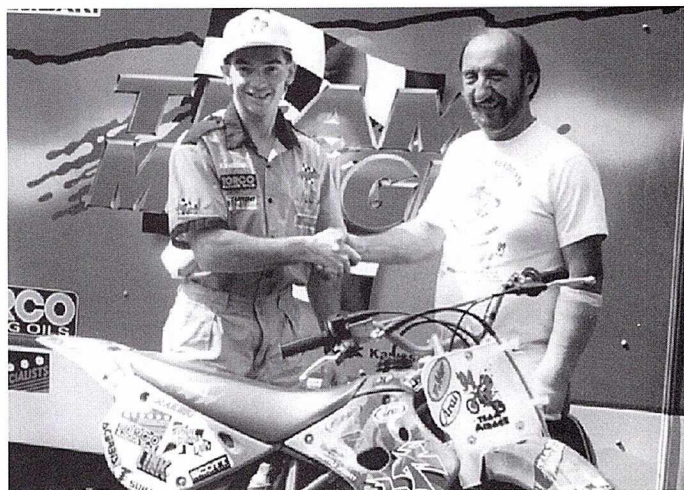
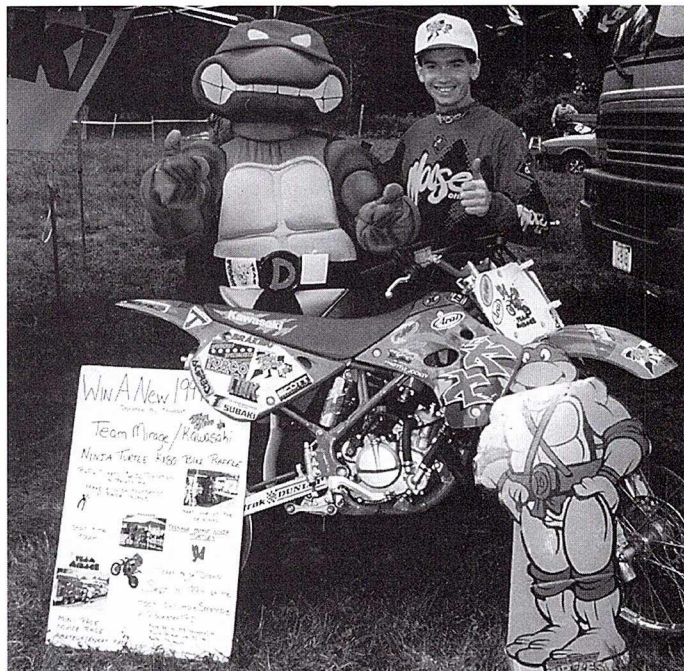
The first one upon the crash scene was Phelps. There was still a lot of dust kicked up in the air from Norton's spill and pieces of Norton were scattered along the side of the trail. "It looked like a yard sale!" was Phelps' description. Phelps was hammering away so fast that he narrowly avoided running over Norton. Phelps skidded to a stop, checked on Norton, got the "okay" and off he went to claim the checkered flag.

Norton was happy to see Phelps as he hadn't been sure about which way to go. After pulling himself together and doing some on-spot maintenance to the bike, he limped across the finish line with a dented pipe and very erratic sounds coming from the motor.

Although the two top positions had been settled earlier in the race, the lower positions were still in doubt. Kris Mooney, Jerry Madore, Robert Speroni, Chris Crispin, Todd Levesque and Randy

*Race sponsor Norton and Donatello mug for the camera. Awards and contingencies donated for the Mirage-sponsored event filled a truck.*

*P.J. Peculis finds some clean air off the line, with Jerry Madore on his right. Norton congratulates Gerry Galpin, winner of the Kawasaki KX80.*





McCann had formed one very high-charged freight train for the entire race. These riders were constantly switching positions as often as seconds change on a clock.. Finally it was Madore of Lundgren Motor Sports who took third, Mooney fourth and Speroni (who ran between seventh and eighth 90% of the race) lunged into fifth. Said Mooney of Madore, "I pushed myself to keep up with him. If it wasn't for him, I probably wouldn't have finished that high.. I was just clinging to him till the last lap, I faltered and he just pulled away from me."

As Team Mirage was helping to promote today's event, Donatello of the Ninja turtles was on hand and was a big hit for the kids and adults alike. Donatello also pulled the ticket for the raffle of the Team Mirage KX80, donated by Kawasaki, which was held today, after tickets were sold all season by Tom and Cheri Norton. The winner of the bike was Gerry Galpin of Syracuse, New York. Total proceeds raised was \$2,428 which was donated to the Make-A-Wish Foundation of Rhode Island.

The Norton's also had extra bonuses for all the riders who trophied as well as lots of prizes for those who just managed to ride the event. Donations from sponsors totaled about \$4,000. Giveaways included things such as tires, seat covers, hats, goggles, Torco oil, T-shirts, Link Drinks and more. A thank-you to Mr. Norton and his sponsors which include Dunlop, Tsubaki, RPR, Wiseco, Link Racing, Valley Motorsports, Braking, Sprocket Specialists, Tech Tube, Motion Pro, MXA, Scott's Performance and Kevco-Stubbs.

The Hoot Owl Scramblers would also like to thank the 324 who registered to ride and the 1,200 spectators who all showed up to make

their first event a success. Ken Law says they will be back next year, bigger and badder than ever. □

#### Hoot Owl Hare Scrambles

##### Class Results

Scott Phelps

##### Overall

Patrick Timothy

##### A High Point

Guy Robery

##### B High Point

Tad Zimmerman

##### C High Point

##### AA

1. Scott Phelps Yam
2. Tom Norton Kaw
3. Jerry Madore Hon
4. Krisi Mooney Kaw
5. Robert Speroni Hon

##### A 125

1. Josh McLevy Kaw
2. Luke Mc Neil Kaw
3. Mike Millet Hon
4. Brian Tucker KTM
5. Shawn Mason Hon

##### A 250

1. Patrick Timothy Hon
2. Shawn Levesque KTM
3. John Mc Mahon Hon
4. Fran Halligan Yam
5. Russell Bain Hon

##### A Open

1. Kenneth Valentine KTM
2. Jim Kirchner Hon
3. Jim Simcock ATK
4. Doug McKinnon Hon
5. Pete Antinarelli Hon

##### A Veteran

1. Phil Lemere Hon
2. Norm Turnberg Yam
3. Shannon Danylieko Yam
4. Carl Binner Yam
5. Dennis Byrnes KTM

##### A Four Stroke

1. Kemp Stewart Hus
2. Lee Pelletier Suz
3. Mark Burdick Kaw
4. Geoff Wurlitzer Hus

##### A Senior

1. Jerry Randall Hus
2. Steve Formanek Kaw
3. Jerry Harris Kaw
4. James Petrovic Yam
5. K.J. Goodell Hon

##### A 200

1. Jim Edmonds Kaw
2. Mark Olson Kaw
3. Kevin Wall Kaw
4. David Fraser Kaw
5. Todd Dabkoski Kaw

##### Super Senior

1. Jerry Shiners Hus

##### B 125

1. Bill Haelsen Yam
2. Dennis Anderson Yam
3. Francis Mattison Suz
4. Bryan Chop Yam
5. Tom Barsanti Hon

##### B 250

1. Guy Robery Kaw
2. Justin Spinney Hus
3. Mark Bailey Hon
4. Tom Mooney Yam
5. Kevin Sullivan Yam

##### B Open

1. Ken Niewiera Hon
2. Rick Martin Hus
3. Ed Sekelsky Hon
4. Bill Metzger KTM
5. Daryl Cipperly KTM

##### B Veteran

1. Charles Hinkley Hon
2. Doug Hansen Hon

3. Scott Raymond Kaw

4. Art Randolph Yam

5. Jon Laramie Kaw

##### B Four Stroke

1. Dave Simcock Hon
2. Kevin Paine Hon
3. Gus Bender Hon
4. Robert White Hon
5. Gifford Plume Hon

##### B Senior

1. John Millet Yam
2. Roger Schultz Suz
3. Bob Young KTM
4. Ed Artiaco Hon
5. Peter Shafan Hus

##### B 200

1. Dan Olson Kaw
2. Raymond Wenzel Kaw
3. William Pendleton Yam
4. Jim Miller Kaw

##### C Open

1. Jason Cayer Hon
2. Thomas Quaka Kaw
3. Scott Keitel Hon
4. Gerry Renaul Kaw
5. James Lordeiro Hon

##### C 125

1. Scott Gosselin Yam
2. D.J. Lis Hon
3. Joe Medinoo Hon
4. Shane Burhoe Suz
5. James St. Laurent KTM

##### C 250

1. Tad Zimmerman Hon
2. Greg Corbin Yam
3. Tasha Kabraul Suz
4. Wes Fullam Yam
5. Dennis Onoll Hon

##### C 200

1. Pete Matteau Kaw

2. Morris Clemons Kaw

3. Greg Messier Kaw

4. Steve Deyo Kaw

5. Scott Letendre Kaw

##### C Veteran

1. Doug Stroh Kaw
2. Dave Corrao Yam
3. Dale Wager Kaw
4. Kris Symonds Kaw
5. Tom Hall Hon

##### C Senior

1. Frank Ackerman Hus
2. Robert Santos Hon
3. Ed Barnes Hon
4. David Townsend KTM

##### Women

1. Sherry Landry Kaw
2. Linda La Scaleia Kaw
3. Michelle Lau Kaw
4. Karen Whittier Kaw
5. Pamela Minella Hon

##### C Four Stroke

1. Larry Piers Suz
2. Steve Deschamps Hon
3. Eric Garcia Hon
4. Bryan Artiaco Hon
5. Kevin Knott Suz

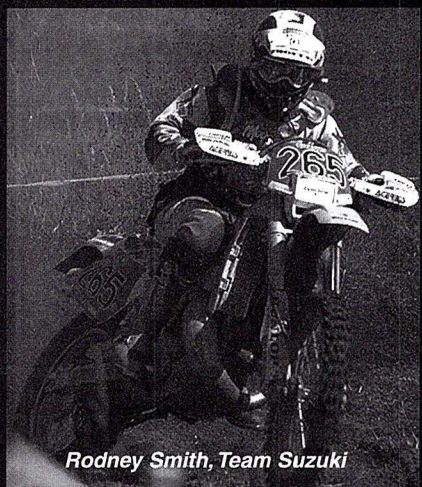
##### Juniors

1. Doug Stroh Kaw
2. David Bradley Yam
3. Hans Neff Kaw
4. Benjamin Britch Yam
5. Zachery Beaudoir Yam

##### Minis

1. Shawn Tyrrell Yam
2. Eric Pouliot Suz
3. Jim Wesolowski Kaw
4. Mark Hamilton Kaw
5. Mike Peristere Yam

## POWER UNDER CONTROL



Rodney Smith, Team Suzuki

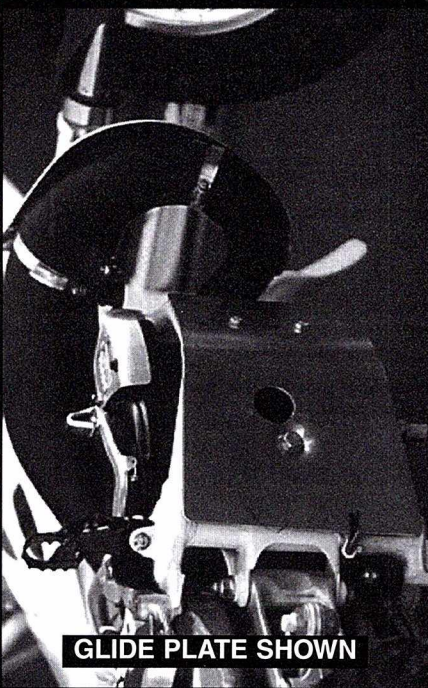
## BRAKING

BRAKE SYSTEMS  
BRAKE PADS • ROTORS

BRAKING USA: 820 Manhattan Ave., Ste 101  
Manhattan Beach, CA 90266  
Tel: (310) 798-4830 • Fax: (310) 798-4820

## DEVOL

EXTREME RACING  
PRODUCTS



for nearest dealer or orders only  
CALL

**1-800-DEVOL99**

for information: 206-735-2463

fax: 206-939-7243

## EXTREME SKID PLATES GLIDE PLATES

DeVol's exclusive **Pretension** mounting system is the best system devised for keeping your Glide Plate or Skid Plate where it belongs.

DeVol Glide and Skid Plates are the highest quality available, in design, material and workmanship. **Period!**

Glide Plates \$57.99

Skid Plates \$73.99

DeVol Racing

202 37th St. N.E. #E, Auburn WA 98002



# W.E.R. Steering Stabilizer

Less wiggle for your wampum

by Dan Anderson

The first reaction of most woods riders to the idea of buying and installing a steering stabilizer is, "Why?". The second reaction, after hearing the cost of these pricey little units is, "You must be out of your



The unit tucks right under the front number plate and mounts on the lower triple clamp, a surprisingly bulletproof position.

freakin' mind!"

For some reason steering stabilizers, (a.k.a. steering dampers, and don't call them a steering dampener or Clipper will lecture you about how you use water to dampen things and dampers to control oscillations or vibrations...) have a bad reputation with woods riders. Everybody seems to accept the value of using a damper to reduce head shake in high speed races out west, but until recently few steering stabilizers were used on eastern woods bikes.

But more and more woods bikes are sporting the simple but expensive little devices, so we decided to give W.E.R.'s version a long-term test. Two members of the Trail Rider Midwest Test Team (frequently

photocopied but never duplicated) purchased W.E.R. steering stabilizers with their own hard-earned cash and put them to a summer-long test.

Tony Vignaroli mounted his damper on his Husqvarna 610WXE. His initial reaction was only cautiously positive, but as the season wore on he became an enthusiastic convert to the world of damped riding.

"It's awesome," he stated in late summer, after using the damper in numerous hare scrambles across the Midwest and a multi-mile playride in the Colorado Rockies. "I'm gonna have one of these on every bike I own, from now on. At first I was a little disappointed because it doesn't bowl you over with a big, big difference the first time you ride with it. But the more you ride with it, the more you appreciate what it is doing for you."

Vignaroli noticed less upper body fatigue in long races when using the stabilizer. "You aren't constantly fighting the handlebars over choppy bumps, rocks, and roots. I race a little motocross (He qualified for Ponca City) and it helps there too. You can adjust this stabilizer while you ride, and once when I was in a real wide open race and having trouble with head shake, I just reached up and increased the damping during a slow section and cured it right away."

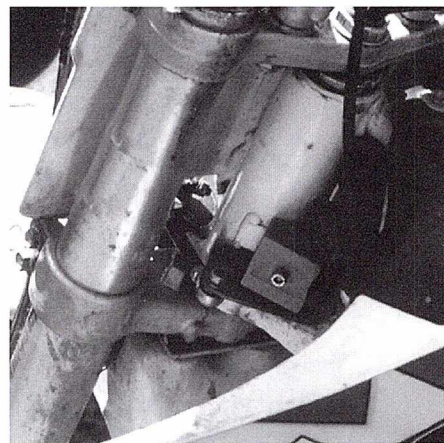
Eric Hart mounted his W.E.R. damper on his Husqvarna 125WXE and was equally impressed.

"The damper is deceiving because if it's working right you don't really notice it," he said. "But I broke the linkage on mine in a crash and I really could tell when it wasn't working. It helps keep you from bouncing all over the trail in real choppy stuff. I also noticed that it helps keep you straight when you clip trees with the ends of your bars."

The only problems with the durability of the W.E.R. damper was the aforementioned broken linkage (Hart said that it was a freak crash and didn't believe it was a design problem) and another problem that turned out to be unique to the 610 Husky.

Vignaroli explained that the steering

damper's mounting plate bolts to the bottom of the steering stem. The 610 has a hole in its steering stem where an ignition lock is mounted on European dual-sport models. Moisture that gets into the steering stem through that hole can't drain past the steering damper mounting plate and can cause corrosion and eventual seizure problems in steering head bearings. Drilling a hole in the mounting plate cured Vignaroli's problem, and might also be warranted on bikes that drain their gas tank



We had to weld the anchor bracket on the Husky frame, but this is easily done. Most bikes use a bolt-on mount.

vent tube into the steering head.

The bottom line? Despite the high initial cost of \$299, the W.E.R. steering stabilizer is a good investment for woods riders. It is rebuildable and can be customized to fit your needs by changing oil viscosity. It is also a long-term investment in that it can be transferred between different models and brands of bikes using adapter kits if you trade machines.

For more information about the W.E.R. Steering Damper contact W.E.R. at 908-637-6385. □



RM 1988-92, RMX 1988-93  
4.2 gal



IMS, 6240 Box Springs Blvd., Riverside, CA 92507  
Have Your Credit Card Ready and Call:  
Nat'l (800) 237-9906 Local (909) 653-7720 FAX: (909) 653-1060 Canada (800) 663-1016

## TRICK PRODUCTS!

- Wide Ratio Gear Set for CR250, CR500. 1985-93.
- Big Wide Foot Pegs for most models.
- Quick Fill Tanks and Dump Cans.
- All Products Made In Good Old USA.

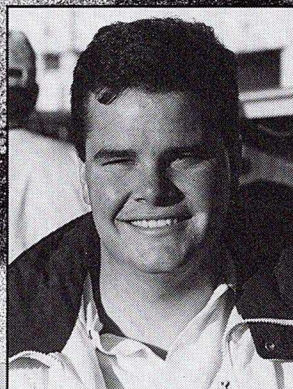
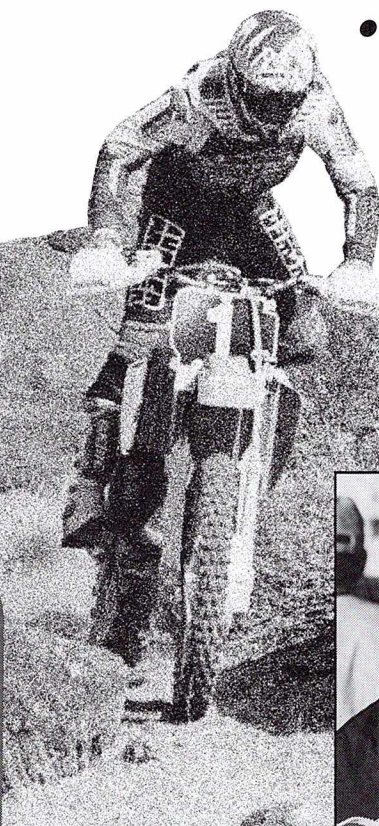
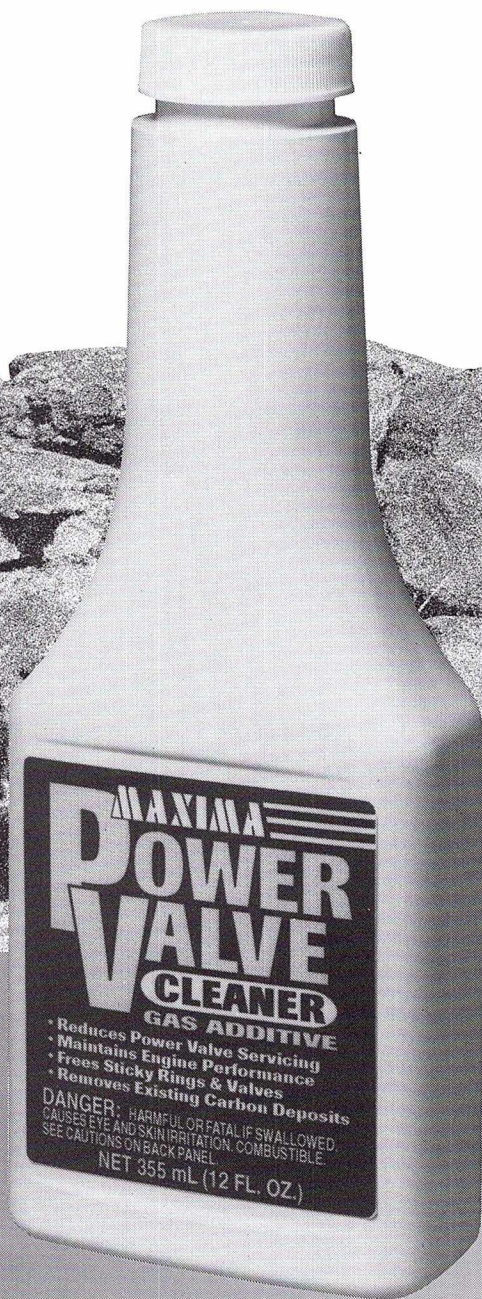


KLX650R  
1993 3.6 gal



# We'll Clean Your POWER VALVE for \$7.95

- Motocross • Desert
- Baja • Road Racing
- All Power Valve Equipped Two-Strokes



**Danny Hamel:**

1993 AMA National Hare & Hound Champion.

*"Using PVC additive in my fuel doubled my racing time by cutting maintenance in half."*

Maxima has won every single AMA National H&H Championship:  
1986, 1987, 1988, 1989,  
1990, 1991, 1992, 1993!

Maxima Power Valve Cleaner is a revolutionary formula that eliminates and removes carbon and gum deposits. PVC has been championship race tested and proven: Regular PVC use vastly reduces power valve maintenance and prevents sticking valves.

Regular PVC use in new or rebuilt engines assures you of peak power and reliability for extended engine use. PVC will reduce and remove pre-existing power valve deposits in used engines.

PVC is also an excellent four-stroke additive for cleaner valves and reduced engine carbon deposits. One container of PVC will treat up to 60 gallons of gasoline. For reduced maintenance, optimum power, throttle response and race winning performance, use Maxima Power Valve Cleaner.



9266 ABRAHAM WAY

SANTEE, CA 92071 • USA • (619) 449-5000

**NOTHING TOPS MAXIMA. NOTHING!**



# Ocean County Dual Sport

A fun ride with remarkably light attendance

by Mark Uth

Manahawkin, NJ 6/12

**E**ver been heading to the Jersey Shore via the Garden State Parkway and noticed the plethora of trail on either side of the roadway, from about exit 80 on south? Sure some of that trail might be accessible



*Okay, so maybe the ride was a while ago, but look at those flowers! We rode when the laurel was in bloom, and it was impressive.*

from the greater Warren Grove area; perhaps a little more from the Bass River State Forest. However, the lion's share consists of small parcels of woods that are now surrounded by the encroaching development of Ocean County. At one time the Ocean County Competition Riders (OCCR) ran their Scrub Pine Enduro from Bamber Lake and had enough of that trail linked together to make for a fine Pine Barrens event. Now, off-limits state game lands and pricey housing developments restrict use by organized motorcycle competition.

Not to worry though, because what is taboo to racing in fact remains completely accessible by stealthy dual sport dirt machines. And the OCCR guys haven't forgotten how to get from point A to point B, using all the trail inbetween.

This year marked OCCR's third stab at a dual sporting event, laying out a course of nearly 100 ground miles that made use of much old enduro trail. Starting from Southern Ocean Cycle Center, on US Route 9 in Manahawkin, New Jersey, the ride is a bit of a sleeper from the perspectives of the trail utilized, start location and resulting early summer turnout.

Unfortunately, Sunday's weather defined the three H's of summer in south Jersey—hazy, hot and humid. The thought of riding in the heat of the day under prime summertime conditions took their toll on the event turnout, as only a couple dozen riders braved this scorcher. While rain threatened at times, and even delivered to points

west, it never made it quite far enough to help with the dusty trail conditions and cool riders off. And that was a darn shame, because the OCCR guys really busted their tails, laying out a course that seemed to be about 90% dirt with plenty of that being single track trail.

Trail conditions varied between hard pack/gravelly soil to characteristic deep sugar sand—not so enjoyable for those riders aboard big bore dual sport mounts lacking knobby tires. However, for the rest it was (at least in short spurts) a berm slamming day! The course wound its way as far north as Whiting, where riders refueled at the intersection of US 70 and county road 539. It included its share of water crossings (mostly spanned via newly repaired bridges) and scenic/historic site seeing opportunities like the Brick Factory ruins and the panoramic view of greater Lakehurst via Crows Hill. One drawback on the day was a nagging fear of non-event related Sunday trail riding traffic—especially fresh in our mind after Jungle Dave's recent tangle with a quad. Looking back however, a little Sunday traffic is unavoidable once school lets out, and at a trail riding pace everything worked out just fine.

As the miles piled up, the trail nonetheless made its way back to the cycle shop for refreshments and prizes. There, the small crowd munched up the picnic fare of burgers, hot dogs, salads and needed beverages. The club had secured an ample number of prizes and give

aways, donated by event sponsor Southern Ocean Cycle Center, perhaps in anticipation of more riders. As a result, nearly all those who did attend ended up getting some type of return on their entry fee.

The afternoon wore down with the obligatory bench racing beneath the shaded canopy and discussions about summer riding. No doubt that this ride, to avoid the day's heat and other trail users, would make an excellent candidate for a dual sport night ride perhaps starting at 6 or 7 PM. We're keeping our fingers crossed. Day or night however, the opportunity to ride the under used and unusual trail down Ocean Country way is an opportunity not to be missed. □



*One of the stops was the old terra cotta factory at Pasadena. Most folks don't know what a rich history the Jersey woods have.*

## 80 MILES OF MUD, TIGHT TREES & SLIPPERY ROCKS! DON'T BE LOST, CHOOSE A DYNO PORT PIPE!

Let's face it—what works on the motocross track doesn't work in the woods. Dyno Port has been designing winning motocross and woods pipes for years. National Champion Scott Plessinger and NETRA Champion Tom Norton know what pipes are fast in the slippery tight stuff and use Dyno Port for their rideable powerbands, strongest construction and superior ground clearance. You'll be lost in the woods without one. Midtop or torque pipes. Available for CR, KX, RM, YZ, YZWR, KDX, RMX, Husky, KTM and ATK.



NICKEL OR FACTORY FINISH!

**PORTING: MX, ENDURO**

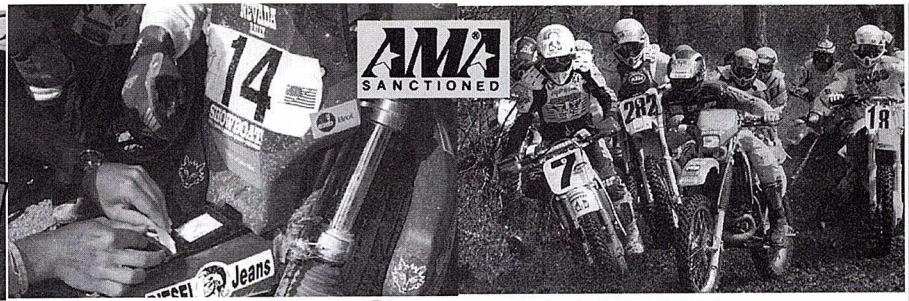
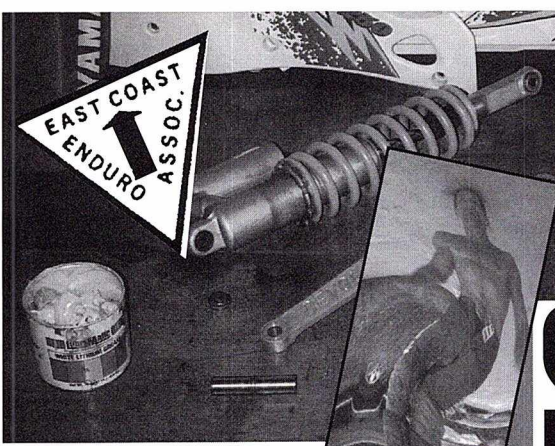
**DYNO PORT RACING**  
PIPES, PORTING AND SILENCERS

1896 Townline Rd., Union Springs, NY 13160  
PHONE (315) 252-2113



**DYNO PORT**

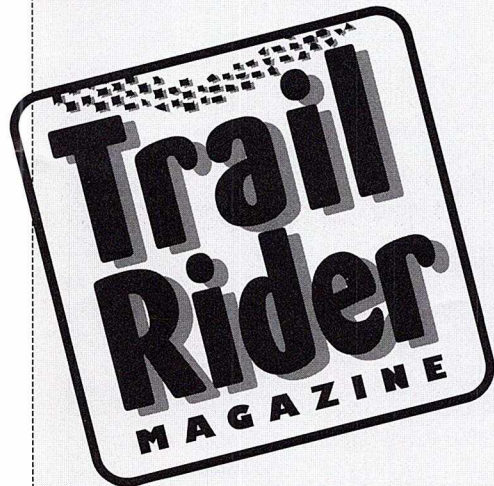




**POWER  
UNDER  
CONTROL**



**SUBSCRIBE** to the  
**ONLY MONTHLY**  
**MAGAZINE** THAT COVERS  
**ECEA, NETRA,** AND the  
**EASTERN WAY OF LIFE**  
**MAY WE RIDE**  
**FOREVER, NASTY**  
**WEATHER** REGARDLESS!



### Trail Rider Subscription Coupon

Yes! Send me a year's worth of Trail Rider! I'm enclosing \$18 in U.S. funds!

This is a new sub ☐ This is a renewal ☐

Name

Address

City  State  Zip

Telephone

Subscription price is \$18 per year in continental U.S. Out of country subscriptions are \$25 U.S. for Canada and \$40 per year for overseas. Foreign subscribers, please remit as Postal Money Order or cashier's check drawn on U.S. funds.

**Trail Rider Magazine • P.O. Box 129 • Medford, NJ 08055**



# Mule Kicker National

Fun racing in the midwest

by Dan Anderson

Kahoka, Missouri 7/17

**S**cott Plessinger roared back from an early-season broken ankle to snag the overall win at the Mule Kicker National Hare Scrambles near Kahoka, Missouri. He diced with second place finisher Rodney Smith early in the race, but once he got the lead he never gave it up.

"I followed Rodney for a couple of miles," he said, "then I got around him when he hit a tree and killed it. It was a good course, a nice mix of grass track, motocross, and

We also had the wrong sprockets for this track...it was too low in first and way too tall in second, so I was always having to slip the clutch. That made it a lot more work than it needed to be."

Smith knew that he needed only to finish ahead of Scott Summers and Tommy Norton to maintain his points lead and concentrated on riding a smooth race despite his handicaps.

"The dust got real bad later in the race, and seeing lapped riders was a real problem," he said. "My hands were hurting from the blisters and I just couldn't seem to catch Plessinger so I just concentrated on making sure I finished ahead of Summers and Norton."

Scott Summers roared his XR600 to third place several minutes behind Smith. "I got a real bad start," said Summers, "and once I got going Randy (Hawkins) got crashed by another rider and I got tangled up with them. Once we got untangled I was way behind and I just couldn't seem to reel Smith and Plessinger in."

New England's pride and joy, Tommy Norton, brought his ready grin and upbeat attitude to the humid Midwest and left with fourth place.

"Any time I finish in the top five I'm happy," said Norton after the race. "The track was actually pretty easy by east coast standards...they actually race on dirt out here. But there was one sandy section where they ran us down a dry creek bed that I never quite figured out. It was like a bunch of unevenly spaced sand whoops. It almost got me a couple of times."

Norton brought his new "Fredette 200" to Missoula and liked the way it performed.

"I sent the motor to Moose Racing, then sent the motor and frame to Fredette to put it all together. I'm impressed with the bike. It's got a little more oomph when you need it compared to the 125 I usually ride. I've tried a 250 and I just get going too fast on the 250, and it's just too heavy for me to flick around in the trees like I like to. The 200 is a nice compromise between the 125 and the 250, though I'm still not quite able to toss it around in the trees like I want to."

Randy Hawkins rounded out the



*Nothing will separate a pack faster than a long, long straightaway on the start. From here you went right into the dark Missouri woods.*

top five places but was frustrated with his race performance. "I was absolutely dead last into the woods," he said. "I got taken out by another rider just after the start and hurt my arm and just never got back into the race like I would've liked to." Then the southern gentleman smiled, shrugged, and rubbed his injured shoulder. "Oh well,



*Race winner Scott Plessinger rips out of the scoring shed and out for the last lap on the course.*

woods."

Plessinger said that he felt "great" after recovering from the injury, and had high praises for his bike's performance.

"The ankle has healed up real well, and I'm feeling really strong. I've got a '95 suspension under the bike and it works fantastic. I'm kind of down in points right now, so all I want to do is ride steady for the rest of the season and finish with enough points to keep a decent national number next year."

Points-leader-at-the-time Rodney Smith finished second despite painful blisters on his hands, a tangle with some barbed wire, and poor sprocket selection.

"On the first lap I got some barbed wire wrapped up in my rear wheel and lost my rear brake," he said. "I rode for a while that way, then finally stopped and got it fixed.



*The irrepresable Tommy Norton rode at Kahoka, as he's done at most all of the Nationals. This was his first ride on the 200cc "KX."*





Scott Summers got tangled up in a crash and never lead the race. (TR file photo)

that's part of racing. It was still a good day."

The rest of the 265 riders who entered the Mule Kicker Hare Scrambles battled growing clouds of dust that eventually cloaked the 10 mile course. The trail included three sections of grass track and a sizable portion of the Kahoka motocross track as part of the course, and spectators enjoyed watching Smith and other converted motocrossers show their cross-up skills in

front of the grandstand.

Race organizer Mike Burkhart, a formidable off-road racer in his own right, used his racing experience to lay out and put on what has become one of the more popular races on the national circuit. The race course almost runs through the back yard of his farmhouse and makes good use of the rolling hills of his 500 acre farm. After the race, while exhausted riders were praising the course layout and overall race organization, Burkhart was apologizing for a delayed start.

"We just had so many more riders show up than we expected that sign-up had to be extended," he said. "Everybody was patient and the race turned out real good

despite the delay. It's a lot of work putting on a national, but when everything goes good it's a lot of fun for me to see everybody else having fun."

Eastern and western riders enjoyed the experience of running on a track that was actually 90 percent dirt (though several poorly-traveled riders from Iowa complained about how rocky it was in spots...) and midwestern riders made good use of the "home court advantage" to rack up some extra points in the overall standings. If Kahoka shows up on next year's national schedule it might be well worth the trip for eastern riders interested in what has come to be considered one of the AMA National Hare Scrambles Series "funnest" races. □

## Get the Ultimate Suspension Performance with Race Tech Products.



**GOLD VALVE™ CARTRIDGE FORK SUSPENSION SYSTEM** "The first time I tried Gold Valves™, I was amazed, off-road, or MX, I won't race without them!"—Rodney Smith, Team Suzuki Off Road, ISDE American Champion & World Class Pro MX'er. (INCLUDES INSTRUCTIONAL VIDEO)

**ULTRA SLICK SUSPENSION FLUIDS** FOR FORKS AND SHOCKS



**GOLD VALVE™ SHOCK ABSORBER SUSPENSION SYSTEM** (INCLUDES INSTRUCTIONAL VIDEO)



**GOLD VALVE™ CARTRIDGE CONVERSION KIT** (DR's/XR's)

**WORKS FORKS/SHOCKS** ULTRA SLICK ULTRA HARD ANODIZED COATING SERVICE



**GOLD VALVE™ EMULATOR** CONVERTS NON-CARTRIDGE FORKS TO CARTRIDGE FORK ACTION.

**MENTAL EDGE VIDEO SERIES**  
**TECHNICAL EDGE VIDEO SERIES**

**GOLD VALVE™ ADJUSTABLE COMPRESSION DAMPING KIT** (YZ/KX 80's)

**SAG MASTER** (SAG ADJUSTMENT TOOL)

ULTRA SMOOTH ACTION • DRASTICALLY REDUCES HARSHNESS • IMPROVES TRACTION • REDUCES LAP TIME AND FATIGUE • CONTROLS BOTTOMING • RT PRODUCTS INCLUDE ALL NECESSARY VALVING AND INSTRUCTIONS • TELEPHONE SUPPORT HOTLINE 909/594-7755 • CALL FOR YOUR APPLICATION

**RACE TECH PRODUCTS ARE AVAILABLE THROUGH QUALITY DEALERS EVERYWHERE!**

INTRODUCING NEW RACE TECH CENTERS. MOTOSPORTS PROMOTION, ROCKAWAY, NJ / HOUSE OF POWER, NYACK, NY / BT RACING, IRVING, PA / CUMBERLAND KAWASAKI, CARLISLE, PA / UPSTATE CYCLE, GREENVILLE, SC / SUZUKI/KAWASAKI OF ANDERSON, ANDERSON, SC / ANSWER PRODUCTS OF LATIN AMERICA, SANTIAGO, CHILE / HOLESHOT ENGINEERING, AKRON, OH / FAST TIMES RACING, RICHMOND, MI / FABRITECH MOTORSPORTS, FLATROCK, MI / KRAUSE RACING, ST. CHARLES, IL / ULTIMATE RACING SUSPENSION, SPRING VALLEY, IL / BROWN'S COMPETITION CYCLES, NORMAN, OR / LCS, GARLAND, TX / TWO WHEEL WORLD, GARLAND, TX / CYCLE TOWN SOUTH, DESOTO, TX / STEVE'S PERFORMANCE CYCLE, SAN ANTONIO, TX / BIG VALLEY HONDA, RENO, NV / PORRY'S RACING, ENCINITAS, CA / KEARNEY MESA, YAMAHA, SAN DIEGO, CA / ROCKET REX RACING, HESPERIA, CA / PROVALVE, COSTA MESA, CA / HANFORD HONDA, HANFORD, CA / REDWOOD CITY HONDA, REDWOOD CITY, CA / CYCLE WEST, PETALUMA, CA / DH CYCLES, MODESTO, CA / CYCLE PRO OF SANTA ROSA, SANTA ROSA, CA / THE BROTHERS HONDA, BREMERTON, WA / KAWASAKI MOTORSPORTS, SPOKANE, WA

**RACE TECH**  
When your serious about suspension.

3227 PRODUCER WAY #127, POMONA, CA 91768  
909/594-7755 FAX 909/594-6682

Kahoka National Hare Scrambles		
AA Class		
1. Scott Plessinger	KTM	
2. Rodney Smith	Suz	
3. Scott Summers	Hon	
4. Tommy Norton	Kaw	
5. Randy Hawkins	Suz	
Open A		
1. Philip Converse	ATK	
2. Bill Cavanaugh	Kaw	
3. Mike Kruger	KTM	
4. Dave Rafferty	Yam	
5. Chuck Cannon	Hus	
Four Stroke A		
1. Daryl Gaitan	Hon	
2. Tony Vignaroli	Hus	
3. Andy Gutish	KTM	
125 A		
1. Eric Hart	Hus	
2. David Wilfong	Yam	
3. Craig Hayes	Hus	
4. Jared Smith	Kaw	
200 A		
1. Bryan Dixon	Kaw	
2. Ryan Moss	Kaw	
3. Richie Craviness	Yam	
4. Ken Otterbach	Kaw	
5. Eric Burghardt	Yam	
250 A		
1. Mike Sampson	Kaw	
2. Martin Kehlmeier	KTM	
3. Ken Yount	Yam	
4. Mike Havens	Hon	
5. Scott Porter	Kaw	
Women		
1. Rebecca Lewis	Kaw	
Senior 40+ A		
1. Charles Thiele	Yam	
2. Al Hejlek	Kaw	
3. Robert Brown	Kaw	
4. Roger Lerehe	Yam	
5. Bud Bieschke	Yam	
Super Senior 50+ A		
1. Evert Shinault	Hon	
2. Ted Kilvington	Kaw	
3. Terry Woosley	Yam	
4. Willard Root	ATK	
Vet 30+ A		
1. Lonnie Ross	Yam	
2. Dwaine Miinch	Suz	
3. Devin Obrien	Kaw	
4. Kallas Myers	Yam	
5. Tim Anderson	Hon	
OPEN B		
1. Ross Logan	Hon	
2. Robert Reed	KTM	
3. Rand Gregerson	Kaw	
4. Todd Graham	ATK	
5. Todd Vanniddleworth		
250 B		
1. James Jennings	Yam	
2. Rodney Oller	Yam	
3. Vince Mertes	Hon	
4. Burton Friesz	Suz	
5. Jeff Note	Kaw	
200 B		
1. Sam Gosnell	Yam	
2. David Long	Kaw	
3. Jerry Melick	Yam	
4. Geoff Tholsen	Kaw	
5. Todd Brough	Kaw	
125 B		
1. Ryan Duff	Hus	
2. Mike Pettisrew	Suz	
3. Tom Ledin	Suz	
4. Aaron Shaw	Hon	
5. Todd Reed	Yam	
Four Stroke B		
1. Mike Windman	Hus	
2. Ryan Bruce	Hon	
3. Tad Bonham	Hon	
4. Doug Hugeback	Suz	
5. Gordon White	Hon	
Senior 40+ B		
1. Bill Devore	Kaw	
2. John Oller	Kaw	
3. Jim Yount	Hon	
4. Paul Stephenson	Kaw	
5. Wes Kendall	Kaw	
Vet 30+ B		
1. Bob Lowry	Yam	
2. Gary Hamilton	Hon	
3. Christ Hutson	Yam	
4. Ronie Hanselman	Hon	
5. Ed Matway	Hon	



# DONELSON CYCLES, INC.

800-325-4144

THE MOTORCYCLE PEOPLE.

800-325-4144

## MR. MOTORCYCLE ADULT PRICE LIST

TROPHY SPORT GLOVES.....14.95	TROPHY LINE BOOT.....99.95
TROPHY LINE JERSEY.....14.95	ROUGH RIDER BOOT.....99.95
TROPHY SPORT JERSEY.....19.95	GC II BOOT.....159.95
UP FRONT JERSEY.....19.95	ADULT ROOST SHIELD.....39.95
TROPHY LINE II PANT.....49.95	ENDURO JACKIE.....69.95
TROPHY SPORT PANT.....54.95	GEAR BAG.....29.95
GOLD CUP II PANT.....69.95	LARGE GEAR BAG.....44.95
GC III PANT.....79.95	MRM FAIRY PACK.....29.95

### ADULT PACKAGE DEALS ADD AN ADULT ROOST SHIELD FOR AN ADDL \$29.95

**MR#1**  
TROPHY-LINE JERSEY &  
TROPHY-LINE II PANT ..59.95

**MR#2**  
TROPHY-LINE JERSEY, TROPHY-  
LINE II PANT &  
TROPHY LINE BOOT ..149.95

**MR#3**  
TROPHY-LINE JERSEY, TROPHY-  
LINE II PANT & TROPHY SPORT  
GLOVES.....73.95

**MR#4**  
TROPHY-LINE JERSEY, TROPHY-  
LINE II PANT, TROPHY-LINE BOOT,  
TROPHY-SPORT GLOVE, B3 SCOTT  
GOGGLE, BIEFFE 2800 MX  
HELMET.....219.95

### TROPHY SPORT DEALS TS No. 1 TROPHY SPORT PANT & TROPHY SPORT JERSEY.....64.95

TS No. 2 TROPHY SPORT PANT,  
TROPHY SPORT JERSEY & TROPHY  
SPORT GLOVE.....74.95

TS No. 3 TROPHY SPORT PANT,  
TROPHY SPORT JERSEY, TROPHY  
SPORT GLOVE, ROUGH RIDER  
BOOTS.....179.95

BUY ANY MR. MOTORCYCLE ADULT  
PACKAGE DEAL & GET A GEAR BAG  
FOR \$19.95

### MRM PACKAGE DEALS

MRM No. 1 UP FRONT JERSEY  
& GCII PANT.....89.95

MRM No. 2 UP FRONT JERSEY,  
GCII PANT, TROPHY SPORT GLOVE,  
ROUGH RIDER BOOTS.....209.95

MRM No. 3 UP FRONT JERSEY,  
GCII PANT, TROPHY SPORT GLOVE,  
GC III BOOTS.....239.95

## MR. MOTORCYCLE KIDS

### PACKAGE DEALS KIDS #1

TROPHY-LINE JERSEY & TROPHY-LINE II  
PANT.....59.95

**KIDS #2**  
TROPHY-LINE JERSEY, TROPHY-LINE II  
PANT & TROPHY SPORT GLOVES 69.95

**KIDS #3**  
TROPHY-LINE JERSEY, TROPHY-LINE  
II PANT, TROPHY-LINE BOOTS &  
TROPHY-LINE GLOVE.....139.95

**KIDS #4**  
TROPHY-LINE JERSEY, TROPHY-LINE II  
PANT, TROPHY-LINE BOOTS, TROPHY-  
SPORT GLOVES, BIEFFE 2800 MX,  
MONARCH HELMET & B95  
GOGGLES.....199.95

BUY KIDS #4 AND RECEIVE A KIDS  
ROOST SHIELD FOR ONLY \$27.95

BUY ANY KIDS PACKAGE DEAL AND  
RECEIVE A MR. MOTORCYCLE GEAR  
BAG FOR ONLY \$19.95

### KIDS TS PACKAGE DEALS

KIDS TS 1 TROPHY SPORT PANT &  
TROPHY SPORT JERSEY.....64.95

KIDS TS 2 TROPHY SPORT PANT,  
TROPHY SPORT JERSEY & TROPHY  
SPORT GLOVE.....72.95

KIDS TS 3 TROPHY SPORT PANT,  
TROPHY SPORT JERSEY, TROPHY  
SPORT GLOVE & TROPHY  
LINE BOOT.....150.95

### KIDS CLOTHING

Up Front Jersey.....19.95

Trophy-Line Jersey.....14.95

Trophy Sport Jersey.....19.95

Trophy Line II Pant.....49.95

Trophy Sport Pant.....54.95

Trophy Line Boot.....79.95

Trophy Sport Glove.....12.95

Kids Roost Shield.....34.95

Monarch Helmet.....59.95

### METZELER

#### SOFT CROSS

90/90X21.....62.95
120/80X19.....65.95
130/80X19.....68.95
110/90X18.....60.95
120/90X18.....63.95
PAIR DEAL On any Soft Cross 1 Front & 1 Rear for \$119.95 Pr.

#### ALL CROSS

90/90X21.....62.95
110/90X18.....60.95
120/90X18.....63.95
120/80X19.....65.95
130/80X19.....68.95
PAIR DEAL On any All Cross 1 Front & 1 Rear for \$119.95 Pr.

### UNI-X

90/90X21.....49.95
90/90X21 5 PLY.....67.95
120/90X17.....69.95
130/90X17.....72.95
110/90X18.....65.95
120/90X18 5 PLY.....75.95
120/90X18.....60.95
130/90X18 5 PLY.....88.95
130/90X18.....71.95

### CHENG-SHIN #755

410X14.....19.95
300X16.....18.95
460X17.....27.95
530X17.....39.95
410X18.....25.95
460X18.....28.95
530X18.....33.95
300 X21.....20.95

## CHEST/BODY PROTECTION

HRP SOLID \$89.95

HRP CLEAR \$109.95

HRP KIDS \$79.95

ACERBIS ZOOM \$104.95



HRP \$89.95



MR. MOTORCYCLE  
ADULT ROOST SHIELD \$39.95



MR. MOTORCYCLE  
KIDS ROOST SHIELD \$34.95

**CHESTER** THE BEST DRINKING SYSTEM EVER MADE \$34.95

### PROMAN SHOCKS

Dual Springs Performance Length:  
\$119.95 pr. 141/4x15 3/4x17

NGK Spark Plugs from .1.95 ea

SPLITFIRE Spark Plugs..7.95 ea

### 5-100 TOTAL CYCLE CLEANER

1 Liter Kit \$13.95 • Refill \$9.95



### H&M MEGA BIKE STAND

\$59.95

### RACING

V-2000 CHEST PROTECTOR 115.95

V-FLEX CHEST PROTECTOR.....99.95

JT K-FLEX KINETIC BELT.....38.95

HALFBREED III GLOVE.....27.95

CONCEPT 4 JERSEY.....39.95

LTD 94 BLAZE JERSEY.....39.95

SX POWER JERSEY.....27.95

JT POWER PANTS.....89.95

JT C4 PANTS.....139.95

SCD AIR GLOVE.....36.95

FLEX GUARD BELT.....34.95

SCD ELBOW GUARDS.....26.95

GEAR BAG.....39.95

SPORT JERSEY.....23.95

SCX TEAM JERSEY.....32.95

SCD-3 PANTS.....139.95

SCX PANTS.....129.95

WE CARRY A FULL LINE OF  
SINISALO PRODUCTS-Call for prices

### O'NEAL

94 WORLD FORCE JERSEY.....27.95

94 WORLD FORCE PANTS.....139.95

94 PRO-2 JERSEY.....28.95

94 PRO-2 PANTS.....84.95

94 PRINTS JERSEY.....49.95

94 WORLD FORCE GLOVES.....25.95

94 PRO-2 GLOVES.....16.95

94 PRO-2 BOOTS.....122.95

WE CARRY A FULL LINE OF  
O'NEAL PRODUCTS...Call for prices

### CHENG-SHIN PAIR DEALS

1 Front & 1 Rear for \$49.95 Pr.

300 X 21 460 X 18

530 X 17 460 X 18

530 X 18

SPECIAL PAIR DEALS

300 X 21 Front & 410 X 18 Rear

For \$44.95 Pr.

K695 Knobby - Inter.

Terr.

100/100X18.....51.95

110/100X18.....55.95

120X100X18.....59.95

100/90X19.....55.95

110/90X19.....59.95

K990 Knobby - Soft-Terradn

100/100X18.....37.95

110/100X18.....39.95

120/110X18.....42.95

100/90X19.....50.95

110/90X19.....57.95

80/100X21.....49.95

### SYSTEM 6 JERSEY.....42.95

SYSTEM 6 PANTS.....134.95

SYSTEM 6 BOOTS.....224.95

SYSTEM 6 ROOST DEFLECT. 112.95

SYSTEM 6 GLOVES.....28.95

SYSTEM 6 PRO PIVOT BELT.....41.95

PC-2 JERSEY.....31.95

PC-2 PANTS.....116.95

LITE-WING PRO JACKET...170.95

WE CARRY A FULL LINE OF  
MSR - Call for prices

### USA

USA GEAR BAG.....29.95

USA MX PANTS.....79.95

USA JERSEY.....19.95

### ANSWER

POWER PRINT JERSEY.....47.95

TACTEL AQUATOR JERSEY...49.95

REVOLUTION JERSEY.....26.95

EDGE 2 JERSEY.....18.95

AK-44 PANT.....134.95

APEX PANT.....143.95

EDGE 2 PANT.....98.95

TKO ROOST DEFLECTOR...112.95

EDGE BOOT.....143.95

WE CARRY A FULL LINE OF  
ANSWER PRODUCTS  
Call for prices

## PARTS FOR:

YAMAHA

BSA

TRIUMPH

NORTON

ATK

MOTO

GUZZI

DUCATI

HUSQVARNA

CAGIVA

CAN AM

## • HELMETS •

**BIGOFF**

BOX 6.....99.95

2800 MX.....59.95

HI-TECH.....99.95

SPLATTER.....119.95

**SHOEI**

FX2 SOLID.....159.95

FX2 MULTI.....178.95

VX5 SOLID.....214.95

VX5 TEAM.....244.95

VFX SOLID.....249.95

VFX TEAM.....349.95

**Aral**

MX/A FROM .215.95

MX/E FROM..245.95

**BELL**

MOTO 6.....279.95

MOTO 4 CLASSIC199.95

### ENDURO BRUSH-GARDS

\$29.95 Pair. Aluminum Alloy!

We Carry a full line of  
UFO PLASTICS Call for Prices!!!

BARK BUSTERS.... \$39.95

### YAMAHA YZ PARTS

PISTON KITS ROD KITS

YZ80 FROM..\$41.20 FROM..\$40.80

YZ125 FROM...40.40 FROM...37.50

YZ250 FROM...47.35 FROM...42.55

YZ445/490 FROM...78.95 FROM...69.85

WR500 FROM...78.95 FROM...69.85

GASKET KITS YZ125 FROM..\$14.95

YZ80 FROM...\$12.95 YZ250 FROM...22.95

YZ490 FROM...21.95 WR500 FROM...19.95

YZ125 FROM...15.95 WR500 FROM...19.95

UNI FILTERS YZ250 FROM...\$17.95

YZ280 FROM...\$14.95 WR200 FROM...18.95

YZ125 FROM...15.95 WR500 FROM...19.95

EBC BRAKE PADS & SHOES

FRONT REAR

YZ80 FROM...\$ 9.95 FROM...\$ 9.95

YZ125 FROM...15.95 FROM...15.95

WR200 FROM...22.95 FROM...21.95

YZ250 FROM...15.95 FROM...15.95

YZ250WR FROM...22.95 FROM...19.95

YZ445 & 490 FROM...15.95 FROM...15.95

YZ490 FROM...22.95 FROM...21.95

WR200 FROM...22.95 FROM...21.95

**KIDS RACE**

KITS \$64.95

SIZES:

2, 4, 6, 8, 10, 12

TSUBAKI RR SERIES

520X110,120.....28.00

OMEGA O-RING

520X110,120.....55.00

RR O-RING

520X120.....55.00

OLD O-RING VC SERIES

520X110.....47.50

**D752**

80/100X21.....49.95

100/1



# Stocking Stuffers

**STUFFER  
SPECIAL  
BIEFFE  
HI-TECH  
HELMET  
\$99.95**

LIMITED TO  
SUPPLY



**1 PAIR SOCKS & 1 PAIR SKINS**

**BOTH FOR \$24.95**



**BUY A CAMELBAK FOR \$34.95  
& RECEIVE 1 BOTTLE OF ENDURA**

**FREE!!**

**1 PR. OF  
GRIPS  
AND  
1 PR. OF  
TIEDOWNS  
\$19.95  
FOR BOTH**



**VECTOR Mini \$59.95**



**VECTOR OF/MX  
\$53.95**

**kids package  
includes:  
TROPHY  
SPORT JERSEY  
\$19.95**

**TROPHY SPORT  
PANTS \$54.95**

**KIDS TROPHY  
LINE BOOTS  
\$79.95**

**TROPHY  
SPORT  
GLOVES  
\$12.95**

**SCOTT 895  
GOGGLE \$15.95**

**VECTOR OF/MX  
HELMET \$53.95**

**ALL FOR  
\$199.95**

**WITH THE ABOVE PACKAGE  
GET AN MRM GEAR BAG  
FOR ONLY... \$19.95!**

**BELL Kiedrowski  
\$279.95**

**BELL McGrath  
\$279.95**

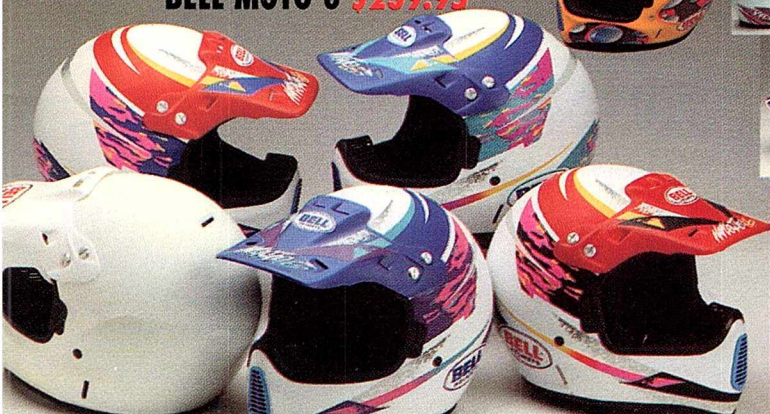
**BELL MOTO 6 \$239.95**



**VECTOR  
Ram Air  
II \$63.95**

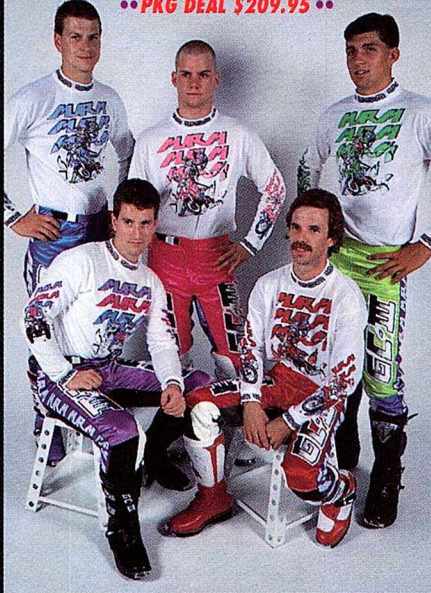


**BELL MOTO 4 CLASSIC**



# DONELSON CYCLES INC.

**CGIII PANTS \$79.95 • GCIII BOOTS \$159.95  
UP FRONT JERSEY \$19.95  
••PKG DEAL \$209.95••**



## MR. MOTORCYCLE HOLIDAY



**TROPHY LINE  
II PANTS  
\$49.95**



**TROPHY SPORT GLOVES  
ADULT... \$4.95  
KIDS... \$12.95**



**TROPHY  
LINE JERSEY  
\$14.95  
AVAILABLE IN  
MOST TEAM  
LOGOS**



**GIFT IDEAS FROM**

**MRM GEAR BAG  
\$29.95**

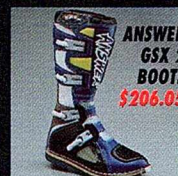


**MRM  
TROPHY  
GEAR BAG  
\$44.95**



**ADULT ROOST SHIELD  
•• \$39.95 Colors...Red or Blue**

**DONELSON  
the motorcycle people**



**ANSWER  
GSX 2  
BOOTS  
\$206.05**



**ANSWER  
FORM BELT  
\$35.95**

**ROUGH RIDER OR TROPHY SPORT BOOTS \$99.95  
\$54.95 TROPHY SPORT PANTS  
TROPHY SPORT JERSEY \$19.95  
\$79.95 KIDS TROPHY LINE BOOTS**



**ANSWER FORCE  
GLOVES \$24.95  
POWER PRINT  
JERSEY \$44.95  
LOGIK PANTS  
\$116.95  
TKO ROOST  
DEFLECTOR  
\$116.95**

**EDGE 2 BOOTS  
\$152.95**



**KIDS  
ROOST  
SHIELD  
\$34.95**



**ANSWER  
PROFORM SUPPORT  
BELT \$35.95**

## DONELSON CYCLES INC. THE MOTORCYCLE PEOPLE

9851 ST. CHARLES ROCK RD ST. ANN, MO 63074  
FAX 314-427-7642

**1-800-325-4144**



# Arai DS Helmet, Pro-Reeds, Trelleborg Friction Spikes, Acerbis Fast Fender

## ARAI DS HELMET

Many time I have heard rider lament that they had to buy a new street helmet when they just bought a new helmet for the dirt. Either that, or complain that they want to use a face shield for long asphalt dual sport riding, but they can't get a face shield for a dirt helmet.

Well, now Arai's gone and done it. They have a helmet, called the DS (for "Dual Sport") that comes with both a visor for dirt riding and a high-quality, tight-fitting face shield. Both of these pieces can't go on at once, so you have to do either the shield or the visor, but that hasn't worked out to be a nasty problem around here yet.

Maybe the most striking thing about the DS is that it's the first Arai off-road helmet to come with a fixed chin guard. This was a concession to the higher highway speeds common with a dual sport bike--the fixed chin guard offers more protection in a high-speed asphalt face-plant. Molding the chin piece in place also allowed Arai engineers to be a little more aggressive with their cheek pads, and as a result we feel this is one of the most comfortable Arai helmets yet--and that's saying something for a hel-

met that was luxuriously comfortable to begin with.

The DS comes in Arai's custom "Djin" graphics in three styles of flame graphics, or white or black. You get both the shield and the peak and all hardware. Definitely worth looking into if you're a dual sport kind of guy.



## SPODE FENDER

Sidney Dickson, the guy who's ridden across the United States on more dirt bikes and dual sport bikes than anybody else, got us onto this one. Acerbis makes a low-mount front fender, with the odd stock name of "Fast" fender, that is guaranteed to make your bike look weird and you look as spodey as you can imagine. But, at the same time it will absolutely stop dirt and mud from flying up into your face, it won't bounce that 65-watt halogen headlight beam up into your face at night, and it even appears to reduce lift on the front end at high speeds.

The only thing that's wrong with it is that all your friends will laugh at you, and you can only mount it on conventional-style female-slider forks. Sidney told us "You're not going to believe how much you'll like this fender!" and he's pretty much right. It does work better than a high fender in many situations, and it also allows you to see your front tire while you ride, which is a really strange experience. Yeah, we like it. Your Acerbis dealer can tell you more about it.

## KTM 1995: THE LEADING EDGE OF INNOVATION



TOP NEW ENGLAND SUSPENSION AND ENGINE PERFORMANCE WORK FOR ALL KTMs

**LARGEST STOCK OF PARTS IN THE NORTHEAST!**  
**CALL TOLL-FREE FOR KTM PARTS AND ACCESSORIES!**

**1-800-559-2936**

PARTS AND ACCESSORIES ORDERS ONLY  
MASTERCARD • VISA • DISCOVER

**CLIFF'S CYCLES**  
The Best Service and Support for your KTM

Cliff Frazee  
84 Rockwood Road (Route 115)  
Norfolk, MA 02056 (508) 528-2936

A subscription to Trail Rider is more than just another magazine showing up at your door every month. Trail Rider is all about off-road bikes, and the way they work in trees, rocks and mud. It's also about your kind of riding, right here in the best riding country in the world. We're not saying that those other magazines don't have anything valuable inside. No, go ahead and buy them. But if you ride and race here in the east, you're going to want to read Trail Rider's coverage of all the fun things that happen out here. And besides, we can't do a whole lot of grocery shopping if you don't subscribe, so turn to page 41 and send in the coupon, okay?

## ... THE COMPANY For Change ... (Performance Change)

**Keihin**

We STOCK the COMPLETE LINE of PJ Oval & PWK "D" Slide Carbs. Our complete kits come PREJETTED for No-Fuss installation.



**Mikuni**

We STOCK the COMPLETE line of VM(round), TM(flat), TMX("D" flat), RS, and TMS carbs. All carbs can be PREJETTED for Easy installation.

**Parts**

Don't get caught short! Simple tuning changes can lead to significant power increases! We stock a large selection of JETS, NEEDLES, SLIDES, and PARTS for all MIKUNI and KEIHIN Carbs. Applications: Dirt, Street, ATV Vintage, Alcohol Conversion

**CARBURETOR Parts Warehouse**

7777 Wall St.  
Valley View, OH 44125  
(216) 524-1599  
Dealer Inquiries Invited

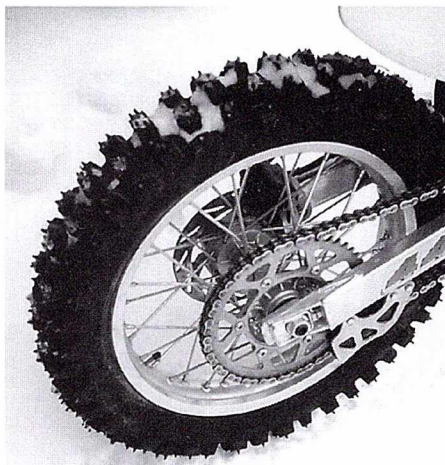


## WINTER SPIKES

It's that time of the year again; the time of year where you either put away your bike for the winter or dig out the ice tires and get ready for some serious snow and ice riding. There are a few people in New England—you might know them—who just barely put up with summer riding, and spend all of the fall champing at the bit to mount up the Trelleborgs and hit the snow again. They're not that strange. You see, the snow covers up the rocks, and when conditions are right you can get a fantastic, high-speed rockless ride in a place you could hardly walk in warm weather.

Trelleborgs are the chosen tire for this kind of lifestyle. They're expensive, but they are extremely well-made and absolutely bristle with fierce carbide-tipped spikes that won't pull out unless you really start abusing them in rocks and dirt. Most Trelleborg Friction Spike tire owners are excellent tire changers; you have to be if you're aching to go riding and the snow has suddenly melted and you're faced with the prospect of ruining a \$500+ set of tires! If you take care where you ride, you can probably get four or five seasons of good winter riding out of them, so the price isn't horribly unreasonable. And the alternative is not riding at all. What's your choice?

See them at your winter-riding Trelleborg dealer, or call Monarch Industrial Tire, the U.S. Distributor of all Trelleborg tires, for more information. (216)877-1211.

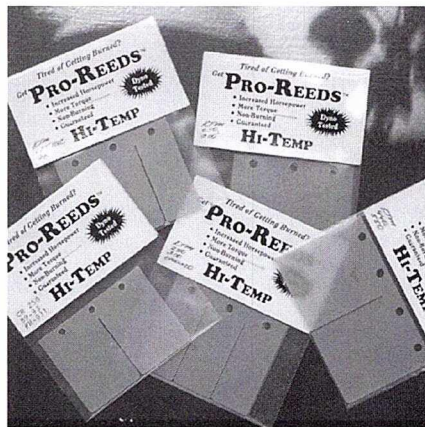


## PRO REEDS

What can you say about intake reeds? They're little, inexpensive pieces of some sort of laminated fibrous plastic that sit in your intake tract and regulate the flow of fuel into your engine. They are so basic and simple that they're dull; nobody knows anything about reeds except a reed engineer. Nobody wants to know anything about reeds.

However, the guys who design these things know how to make them work, and the latest rage is Avtek Pro-Reeds. Don't ask us how or why, but we slap a set of Pro-Reeds into a CR250 and suddenly there's a ton more punch when we twist the throttle. We're not talking top end ragin' MX power here, but good low and midrange power that all us off-road knuckleheads really need. We don't know why, but they work; and they're reputed to not scorch and burn or come apart in your engine. Good stuff.

Avtek makes another interesting thing that we just started testing and we'll report on in a future issue: brake pads. They have access to a special composite friction material that grips a disc like mad, and they claim it's almost impossible to wear out. The last brake pads you'll ever buy? It'd be nice, and we're testing them. In the mean time, contact Avtek Engineering at (305)570-8115. □



# The NEW MAICO's Are Here!

BIKES • PARTS • ACCESSORIES • SERVICE  
VINTAGE PARTS, '70—94 MAICOS

• 413-547-6500 •

Parts & Accessories  
Tires • Oils • Helmets

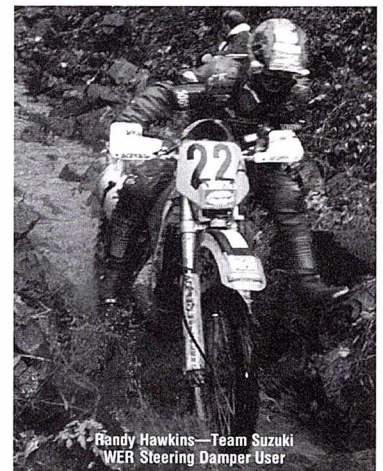


6 Chestnut Street  
Ludlow, MA 01056

# STEERING DAMPERS

a WER steering damper gives you better control, more accuracy and less fatigue. can you afford to race without it?

New at WER: complete Suspension Dyno service for the ultimate in controlled suspension! Call for details!



Call for information

**WER**  
WORKS ENDURO RIDER  
(908)637-6385

Box 279-A Jenny Jump Avenue  
Great Meadows, NJ 07838

The Works Enduro Rider PS Steering Damper is the final step up to perfect handling! available at:

Fredette Racing (815)469-4011  
Moose Racing (800)MOOSE-IT  
Blair Sharpless Racing (416)655-5434  
B&B Yamaha (717)569-5764  
Works Enduro Rider (908)637-6385

• Performance Suspension valving for Eastern Conditions  
• WER Factory Handguard Mounts  
• Hard-Anodizing available for shock bodies—long life, smooth operation!



# YANKEE TRADER

**1993 Honda XR650L** DeVol seat, WB lowering link, IMS tank, alum. bars, handlebar heaters, Dunlop DOT knobs. Air pump removed, rejetted, engine and suspension stock, many extras, just passed inspection. 4300 miles, nice bike, \$3200, need to sell soon to pay for new bike. (609)953-7805.

**1979 Honda Z50** A classic. New piston & rings, tires, \$400. (609)268-7258 evenings.

**1989 Honda Z50** (bought '91) Well maintained, exc. shape., \$650. (609)768-6869 eves.

**Alpine Star Tech 3 Boots.** Size 9, 8 mo. old, \$75.00 (609) 587-4741 Rich

**1991 KTM 300 E/XC** All Guards, ICO, skid-plate, flywheel, VGC, \$1950.00 **1969 Honda CT-90**, good condition, \$300.00 (516) 283-0898 Daryl

**Old Husky Parts:** 1972 250 WR, 1974 360 CR (203) 572-7252 after 7:00 pm, Charles

**1994 KTM 440EXC** demo \$4000, **93 KTM LC4 400 EXC** new \$3900, **94 KTM 125 EXC** good condition \$2500, **93 550 MXC** like new \$2800,

**92 KTM 300 EXC** 100 miles show room new \$2800, **91 KTM 250 DXC** exc. cond. with lights \$2,100, **94 Kawasaki Big Wheel 80**, 2 months old. All bikes must go, call Canyon Marina/KTM, (814)435-2878.

**1992 Honda XR250L** 280cc kit, susp. mods, big tank, SuperTrapp exhaust, \$1500.00. (609) 494-1321.

**1994 KTM 440EXC** Less than 600 miles, demo bike, exc. cond.. \$3375.00 obo., (609) 654-1880, Ken.

**1992 Suzuki RMX 250**, well maintained and adult owned, MA Titled, Bark Busters, FMF Pipe, whole motor recently rebuilt, bike runs great! Ask for Bruce (508) 748-6705, \$2400.

**Trelli Spikers** One set, 3.00X21 444 front exc. cond.; 4.50X18 644 rear, good to very good condition, \$325/pr. (413)568-4234

**1990 Honda CR500** runs excellent, lots of enduro stuff, adult owned and maintained, \$1675. (516)737-9465, Pat

**Wanted: 1976 YZ125X**, any shape. (516)737-9465 Pat

**(2) 1994 CR125 Hondas** One back-up bike for ISDE, set up beautifully, suspension done & steering damper included, 100 miles on bike \$3695. One with 1800 miles, set up the same as above, \$2500. Also **CRE 125 ISDE** Gold Medal winner, perfect condition, set up as above, \$4200. Contact W.E.R., (908)637-6385

**1974 Yamaha TY250** Trails \$600, Eclipse electric vest & chaps (large) \$75 set (413)796-7191, Gary.

**1982 Maico 490** completely restored, \$2500 invested, sell for \$1500 or trade for late model KTM in exc. cond.. (215)358-1517 Cory.

# BEC

## MOTORSPORTS

25051 E. 5th Street • San Bernardino CA 92410

### Specializing in KTM

Hand Guards Radiator Guards  
Skid Plates Aluminum Roll Charts  
Aluminum Radiator T's Shark Fins

### Dealers Invited!

(909)381-6813

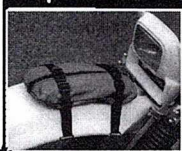
24 Hour Fax (909)888-5431

## FREE SIDEWINDERS

ENTER OUR PHOTO CONTEST  
SIMPLE • EASY • FUN

YOUR PHOTO MAY BE FEATURED IN  
ALL OUR MAGAZINE ADS!  
CALL OR WRITE FOR DETAILS  
**KRAUSE RACING • 3705 STERN AVE.**  
ST. CHARLES, IL 60174  
708-513-1000

## SpareTube Fenderbag



▲ From your gearbag, to your fender, in seconds. Keep it loaded, in your gearbag, with tube, CO2, & tire irons. Drill no holes!  
▲ TESTED - SEE CYCLE WORLD Aug '94  
▲ "RIDING IT BACK FLAT" IS A BUMMER!  
To order, send \$19.95 + \$2.00 S/H each  
**SPARE TUBE** (206)  
117 E. Louise St.  
Seattle, WA 98102 323-2349  
Neat Stuff! Explorer's Tools catalog (free).  
VISA MC orders call 800-259-5186

## TECH TUBES

SOLID FOAM TIRE INSERTS

CHOICE OF TOP RACERS: KEVIN HINES, TOMMY NORTON, JEFF RUSSELL, SCOTT PLESSINGER, DAN RICHARDSON, JEFF FREDETTE, FRED HOESS, CHRIS SMITH, FRED ANDREWS, DREW SMITH & YOU!

FRONTS \$99 24 NO MORE FLATS!  
REARS \$119 SIZES NO AIR NEEDED!  
TECH PRODUCTS (201) 848-0668

## H&H PRODUCTS

Made in U.S.A.

- Quality Alum. Stand all New for 1994
- A Full 17" Tall
- Durable White Powder Coat Finish
- Heli-arc Welds
- Pads on Top & Bottoms of Legs

ONLY \$52.95 includes shipping continental U.S. (CA residents add sales tax)  
714-671-2454

## RIDE BAJA

Experience the Legendary  
"Baja 500/1000" course.

### EXPERT GUIDES

Start in Ensenada/San Felipe/Mike's Sky Ranch  
**BAJA OFF ROAD ADVENTURES**  
(800)365-0715  
(714)528-6539

**Statement of Ownership, Management and Circulation**  
(Required by 39 U.S.C. 3685)

1. Title of Publication: **TRAIL RIDER MAGAZINE**

2. Issue Date: **10/1/94**

3. Frequency of Issue: **Monthly**

4. Complete Mailing Address of Publisher: **64 Quincey Trail, Medford Lakes, NJ 08055**

5. Complete Mailing Address of the Headquarters or General Business Office of the Publisher: **Same as above**

6. For Names and Complete Mailing Address of Publisher, Editor, and Managing Editor, please see below.

7. Name and Complete Mailing Address of Publisher: **Paul C. Capper, 64 Quincey Trail, Medford Lakes, NJ 08055**

8. Name and Complete Mailing Address of Editor: **Paul C. Capper, 64 Quincey Trail, Medford Lakes, NJ 08055**

9. Name and Complete Mailing Address of Managing Editor: **Paul C. Capper, 64 Quincey Trail, Medford Lakes, NJ 08055**

10. Name and Complete Mailing Address of Business Manager: **Paul C. Capper, 64 Quincey Trail, Medford Lakes, NJ 08055**

11. Name and Complete Mailing Address of Circulation Manager: **Paul C. Capper, 64 Quincey Trail, Medford Lakes, NJ 08055**

12. Owner: **Paul C. Capper, 64 Quincey Trail, Medford Lakes, NJ 08055**

13. Known Bondholders, Mortgagees, and Other Security Holders Owning or Holding 1 Percent or More of Total Amount of Bonds, Mortgages or Other Securities: **None**

14. For Completion by Non-Profit Organizations: **None**

15. For Completion by Non-Profit Organizations: **None**

16. For Completion by Non-Profit Organizations: **None**

17. For Completion by Non-Profit Organizations: **None**

18. For Completion by Non-Profit Organizations: **None**

19. For Completion by Non-Profit Organizations: **None**

20. For Completion by Non-Profit Organizations: **None**

21. For Completion by Non-Profit Organizations: **None**

22. For Completion by Non-Profit Organizations: **None**

23. For Completion by Non-Profit Organizations: **None**

24. For Completion by Non-Profit Organizations: **None**

25. For Completion by Non-Profit Organizations: **None**

26. For Completion by Non-Profit Organizations: **None**

27. For Completion by Non-Profit Organizations: **None**

28. For Completion by Non-Profit Organizations: **None**

29. For Completion by Non-Profit Organizations: **None**

30. For Completion by Non-Profit Organizations: **None**

31. For Completion by Non-Profit Organizations: **None**

32. For Completion by Non-Profit Organizations: **None**

33. For Completion by Non-Profit Organizations: **None**

34. For Completion by Non-Profit Organizations: **None**

35. For Completion by Non-Profit Organizations: **None**

36. For Completion by Non-Profit Organizations: **None**

37. For Completion by Non-Profit Organizations: **None**

38. For Completion by Non-Profit Organizations: **None**

39. For Completion by Non-Profit Organizations: **None**

40. For Completion by Non-Profit Organizations: **None**

41. For Completion by Non-Profit Organizations: **None**

42. For Completion by Non-Profit Organizations: **None**

43. For Completion by Non-Profit Organizations: **None**

44. For Completion by Non-Profit Organizations: **None**

45. For Completion by Non-Profit Organizations: **None**

46. For Completion by Non-Profit Organizations: **None**

47. For Completion by Non-Profit Organizations: **None**

48. For Completion by Non-Profit Organizations: **None**

49. For Completion by Non-Profit Organizations: **None**

50. For Completion by Non-Profit Organizations: **None**

51. For Completion by Non-Profit Organizations: **None**

52. For Completion by Non-Profit Organizations: **None**

53. For Completion by Non-Profit Organizations: **None**

54. For Completion by Non-Profit Organizations: **None**

55. For Completion by Non-Profit Organizations: **None**

56. For Completion by Non-Profit Organizations: **None**

57. For Completion by Non-Profit Organizations: **None**

58. For Completion by Non-Profit Organizations: **None**

59. For Completion by Non-Profit Organizations: **None**

60. For Completion by Non-Profit Organizations: **None**

61. For Completion by Non-Profit Organizations: **None**

62. For Completion by Non-Profit Organizations: **None**

63. For Completion by Non-Profit Organizations: **None**

64. For Completion by Non-Profit Organizations: **None**

65. For Completion by Non-Profit Organizations: **None**

66. For Completion by Non-Profit Organizations: **None**

67. For Completion by Non-Profit Organizations: **None**

68. For Completion by Non-Profit Organizations: **None**

69. For Completion by Non-Profit Organizations: **None**

70. For Completion by Non-Profit Organizations: **None**

71. For Completion by Non-Profit Organizations: **None**

72. For Completion by Non-Profit Organizations: **None**

73. For Completion by Non-Profit Organizations: **None**

74. For Completion by Non-Profit Organizations: **None**

75. For Completion by Non-Profit Organizations: **None**

76. For Completion by Non-Profit Organizations: **None**

77. For Completion by Non-Profit Organizations: **None**

78. For Completion by Non-Profit Organizations: **None**

79. For Completion by Non-Profit Organizations: **None**

80. For Completion by Non-Profit Organizations: **None**

81. For Completion by Non-Profit Organizations: **None**

82. For Completion by Non-Profit Organizations: **None**

83. For Completion by Non-Profit Organizations: **None**

84. For Completion by Non-Profit Organizations: **None**

85. For Completion by Non-Profit Organizations: **None**

86. For Completion by Non-Profit Organizations: **None**

87. For Completion by Non-Profit Organizations: **None**

88. For Completion by Non-Profit Organizations: **None**

89. For Completion by Non-Profit Organizations: **None**

90. For Completion by Non-Profit Organizations: **None**

91. For Completion by Non-Profit Organizations: **None**

92. For Completion by Non-Profit Organizations: **None**

93. For Completion by Non-Profit Organizations: **None**

94. For Completion by Non-Profit Organizations: **None**

95. For Completion by Non-Profit Organizations: **None**

96. For Completion by Non-Profit Organizations: **None**

97. For Completion by Non-Profit Organizations: **None**

98. For Completion by Non-Profit Organizations: **None**

99. For Completion by Non-Profit Organizations: **None**

100. For Completion by Non-Profit Organizations: **None**

## Z RACING

**KTM Aik H**

Motorcycles • Stock Parts  
Pipes • Porting  
Radiator Guards • Skid Plates  
W.P. Suspension Set Up For You  
We Ship to You Daily • Let us help you  
2350 Orangethorpe, Anaheim, CA 92806  
(714) 449-1271 FAX (714) 449-1374

## USED PARTS

### SAVE 50% AT DIRT CYCLES

All Bikes 1977 or Newer  
Strictly Dirt Bikes  
**YAM • KAW • SUZ • HON  
KTM • HUS • MORE!**  
(508)478-5700 • (508)478-5712  
(508)478-1868  
FAST UPS SHIPPING EVERYWHERE

## RPM RAPID PRECISION MACHINING

Steven Hall  
Motorcycles  
ATV's

Sleeve Repair for Span Bearings,  
Worn Out Bushings & Overized Holes  
"Specializing in the Reconditioning of Engine Cases, Swing Arms,  
Wheel Hubs, ATV Axle Bearing Carriers, Suspension Linkage, Etc."  
Proven Quality • Quick Turnaround • Full Service Machine Shop  
24 Woodland Heights • Wales, MA 01081 • (413) 245-3830

## ENDURO ENGINEERING

517-393-2421

### Hand Grip Heaters

Don't freeze your hands this winter!  
Works on all two-strokes and four strokes  
with lighting system. Easy to install, warm!  
PRODUCT LINE CATALOGS AVAILABLE, CALL TODAY  
(517)393-2421





**THIRTY YEARS  
FROM NOW, WHEN  
YOU'RE SITTING IN  
YOUR ROCKING  
CHAIR LOOKING AT  
OLD RACING  
PHOTOS, YOU'LL BE  
GLAD YOU SPENT A  
LITTLE TO LOOK A  
LOT BETTER.**

**Helmet Painting by  
Lee Helliwell  
413-568-1638**

**BEAT THE HIGH COST  
OF STUDED TIRES  
THE ALTERNATIVE IS HERE!  
EXTEND YOUR RIDING SEASON!**

Prices start at:

1 Front, 1 Rear w/ Car Studs \$150 /set  
1 Front, 1 Rear w/ Winter Studs \$250 /set  
SINGLE TIRES ALSO AVAILABLE

Have a favorite tire that you would like  
to custom winter or car stud?  
Call for more information and prices

**(412)824-3024**

**FAIRWAY CYCLE**



HOME OF JACK LAFFERTY JR., JACK SENIOR,  
AND RICHARD LAFFERTY!  
COME JOIN THE TEAM!

For All Your Enduro and Cycle Needs,  
Plus Fast, Honest Service!



AMA Discounts  
UPS Available



625 NEW ROAD • SOMERS POINT NJ 08244

**(609)927-2071**

**USED PARTS**

**ALLSPORT**

Formerly Greenacres Cycle Salvage  
New & Used Parts & Acc.  
E 17809 Sprague  
Greenacres, WA 99016

MOST MAKES • STREET BIKES • ATV's  
DIRT BIKES • SNOWMOBILES  
VISA "The right parts... at the right price!" UPS  
MC COD

**CALL 1-800-359-4884**



WHERE  
THE BEST  
GET BETTER!



**ALDO'S**

HARLEY DAVIDSON AND KTM

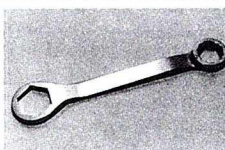
Routes 5 & 10, Bernardston, MA  
(413)648-9302 01337

**ALL SUSPENSION MODS  
DONE IN-HOUSE**

SEND YOURS TODAY  
MON.—SAT. 8:30-5:30; THU. til 8

**RIDER'S WRENCH**

QUALITY AMERICAN MADE  
NICKEL-PLATED WRENCH  
WEIGHS ONLY 4 OZ. AND  
FITS IN ALL FANNY PACKS.  
COMES IN 3 POPULAR  
SIZES AND FITS MOST L/C  
BIKES—WHEELS AND  
SPARK PLUG. ONLY \$19.95  
EACH.



**KDX PERFORMANCE and suspension mods**

Call for price

**HANDSAVERS** Official Handguard '87-'89 ISDE \$42.95  
**KDX200** Speedo drives repaired \$24.95  
**KX SPEEDO KITS** \$119.95  
**FMF PIPES** For KDX, RMX, YZWR \$169.95  
**CHAIN GUIDES** For KX, KDX, RM, RMX \$38.95  
**REAR DISC GUARDS** For Kaw, Suz, Yam; from \$24.95  
VISIT YOUR LOCAL DEALER OR ORDER DIRECT

**FREDETTE RACING**

31745 Dixie Highway • Beecher IL 60401

**(708)946-0999**

Ride the Real West



See the real old  
west, the wide  
open spaces,  
and the high  
mountains of  
Nevada on a  
Suzuki DR350S!

Dual Sport Tours of the Nevada You've Never Seen!  
Packaged tours including bike, fuel, food, lodging,  
support—everything you need!

Call 1-800-MC-ADVTR (622-3887)

or write to:

**Nevada Motorcycle Adventures**  
P.O. Box 4745 • Sparks, NV 89432

**Kevlar • Dynotech**

**Wild & Standard  
Patterns**

**SEAT COVERS**

\$39.99 up

All Models • All Years

**708-513-1000**

**Performance Suspension Work**

Real New England set-ups on RM, RMX, and DR  
Suzukis—Hare Scrambles, MX or Enduro

**Best Prices on all Suzukis!**

**WAREHAM  
SUZUKI.**

3095 Cranberry Highway  
Buzzards Bay, MA 02532  
(508)295-5392

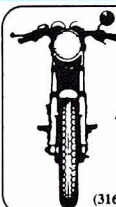
Jart		*JART Rollchart Sample
PROFESSIONAL ROLLCHARTS		
	9:27	38.8 24
	9:28	39.2 24
	9:29	39.6 24
	9:30	40.0 24
ANY ENDURO	9:31	40.4 24
ANY TRAIL RIDE	9:32	40.8 24
ANY PLACE	9:33	41.2 24
*VERSION FOR ANY RIDER	9:34	41.6 24
*CHOICE OF AA	9:35	42.0 24
& FACTORY RIDERS	9:36	42.4 24
CALL OR WRITE:	9:37	42.8 24
1210 N. JEFFERSON ST.	9:38	43.2 24
#H	9:39	43.6 24
ANAHEIM CA 92807		
(714) 666-0136		

Side Panels • Disc Covers  
Fenders • Handguards  
Tanks • # Plates  
Scoops

**PLASTICS**  
ONE YEAR GUARANTEE

Blue • White  
Purple • Fuscia  
Pink • Red • Yellow • Green

**708-513-1000**



**FOUR-STROKE  
SINGLES  
NATIONAL OWNERS CLUB**

Dedicated to the appreciation of  
4-stroke single cylinder motorcycles.  
Activities, Newsletters, Decal, FREE t-shirt.  
For membership, send \$20 and shirt size:

Jack Robinson, FSSNOC  
P.O. Box 1804  
Hutchinson, KS 67504-1804

(316) 663-1869

**MOOSE**  
Racing

**ENDURO PACEMAKER**



STATE OF THE ART ELECTRONIC WARFARE  
FOR THE ENDURO PILOT.

- Time Differential gives you an unbeatable advantage in tiebreaker checks. Makes hitting a perfect :30 a breeze!
- Broad 3 element display shows Odometer, Time Differential and Clock all at a glance.
- Used by National Pro's including Jeff Russell, Kelby Pepper and Steve Hatch.
- Only \$299 at dealers everywhere, or call the Moose at: **1-800-MOOSE-IT**





# IT'S A DIRTY JOB...

**R**iding dirt bikes isn't just our business—we do it for fun. But when it comes to testing new bikes, evaluating the latest riding gear or analyzing trick aftermarket hardware, we get serious. We employ the expertise of hard-core testers—eight-time National enduro champion Dick Burleson, world-ranked GP MXer Mike Healey and the versatile Charles Halcomb who has been a factory motocross rider, ISDE star and Baja burner. Add top guest instructors in all facets of dirt competition like Jeremy McGrath, Randy Hawkins, Malcolm Smith, Larry Roeseler, Steve Hatch, Jeff Stanton and Scott Summers, and you've got a pretty impressive panel of experts.

Editor Tom Webb's list of racing credits includes AA National enduro rankings as well as International Six Days Enduro experience. You know those riding fantasies that most of us have? Tom's fulfilled them. And he backs it up with equally impressive journalistic style.

Editorial Director Charlie Morey has been riding since 1965. His knowledge and perspective on today's political and land-use

issues are equally formidable.

Test Editor Karel Kramer hopped on his first bike in 1965, and he's become our walking encyclopedia of technical knowledge about every machine produced since.

Mark Kariya began riding in his dad's orange groves back in 1965. Since then, "Kato" has ridden and raced literally every type and size of motorcycle known to man.

Ken Faught is the newest member of **Dirt Rider's** team, and as our Moto! Editor, his photography and writing skills leave other motorcycle journalists in the dust.

That's the serious part of **Dirt Rider**. It's been that way since our first issue in 1982, more than 10 years ago. And we think that's pretty intense.

Perhaps that's why **Dirt Rider** Magazine is the world's largest dirt bike publication. Our readers know that for the straight scoop from the guys who really know, **Dirt Rider** delivers.

Or perhaps it's because when the workday is over, we're still just a bunch of guys who like to go riding.

Order Now  
**CALL TOLL FREE**  
**1-800-800-3478**  
 12 issues \$12.97  
**DIRT RIDER**  
 MAGAZINE



**BROCKTON**  
**CYCLE**  
**CENTER**

FAX 508•583•5529

**FREE GIFT**  
WITH EVERY ORDER**WE MAKE**  
**CHRISTMAS Shopping**  
**EASY!**

800 829-4313

**Kawasaki YAMAHA**  
Genuine Parts • Killer Prices • Huge Inventory**ANSWER****SINISALO****RS TAICHI****EDGE PACK**Pants, Jersey  
& Gloves \$99<sup>99</sup>  
with Boots \$199<sup>99</sup>**REVOLUTION PACK**Pants, Jersey,  
& Gloves \$109<sup>99</sup>  
with Boots \$209<sup>99</sup>**CONCEPT PACK**Pants, Jersey,  
& Gloves \$99<sup>99</sup>  
**CONCEPT 2 PACK**  
\$129<sup>99</sup>**SSO PACK**Pants, Jersey  
& Gloves  
\$129<sup>99</sup>**SCX PACK**Bullseye Jersey,  
Pants, & Gloves  
\$199<sup>99</sup>**TAICHI PACK**Pants, Jersey,  
& Gloves  
\$89<sup>99</sup>**PANTS CLOSEOUT**

JT Power	\$49.99
Thor Racing	39.99 to 69.99
Sinisalo SSO	89.99
Sinisalo SCD2	79.99
Sinisalo SCD1	59.99

**Twin Air**Air Filters \$15.99  
Two for \$29.99**ANSWER**Graphics,  
Numbers,  
& Decals**B O O T S**

Alpinestar Tech 7	\$209.99
Tech 3	168.99
'94 Garne Evolution	209.99
'94 Garne Junior	99.99
Garne SX Pro	169.99
Answer GSX	169.99
Sinisalo	169.99
Hi Point Pro GP	155.99
MSR Pro Comp	139.99
Bieffe TB-5	139.99
TR Racing	99.99
Used Boots (MANY!)	59.99 <sup>sup</sup>

**H E L M E T S**

<b>ARAI</b>	
MXE Team/Euro	\$259.99
MXA Stanton	259.99
<b>SHOEI</b>	
VFX	\$239 & up
FX2 Team	149.99
VX5 Team	159.99
<b>BELL</b>	
Moto 5	\$179.99
<b>ANSWER</b>	
M10	\$179.99

**OURY Grips \$3.99** **MX Sox \$10.99**  
Two for \$6.99 Two for \$17.99**SINISALO**Large Gear Bags \$38<sup>99</sup>  
Two for \$69<sup>99</sup>Air Gloves \$16<sup>99</sup>  
Two for \$29<sup>99</sup>





# SIDI

## COOPER'S LANDING GEAR

5 EXCITING NEW  
COLORS FOR 1994!



EXCLUSIVELY IMPORTED AND DISTRIBUTED BY:

**ACE33i** USA

9402 WHEATLANDS CT., STE. A,  
SANTEE, CA 92071 (619) 562-1440  
FAX (619) 562-6687